Nova Scotia Illustrated

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Nova Scotia Illustrated,

An Illustrated Monthly Journal, Published at Halifax, N. S.
By G. H. Bradford, from 41 Sackville Street.

10,000 copies of this Journal are printed and distributed each month.

The C. A & P. S. S. Co. distribute them in Boston, New York, Prince Edward Island, and Halifax to probable patrons of the "great and well-known line."

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Copies are mailed to the leading hotels of the Provinces each month, as well as to 400 of the leading Hotels of the United States.

Copies are distributed from the waiting rooms of the Halifax Street Railway Co., Halifax, N.S.

500 copies are sent out each month as a Supplement to the "Times-Guardian" published at Truro, N.S.

500 copies will also be sent out every month as a supplement to the Sydney Advocate, published at Sydney, C.B., the leading newspaper of Cape Breton.

The Nova Scotia Illustrated will be mailed to any address regularly for one year for one dollar Send along your subscription and show us you appreciate what we are doing to boom Nova Scotia, the "Land of Evangeline."

Address all communications pertaining to this journal to office of publication.

ADVERTISING RATES MADE KNOWN ON APPLICATION.

All notices in Local Column and changes in advertising cards for this publication must be sent in on or before the 1st of each and every month.

VOL. I. DECEMBER, 1895. No. 8.

The Steamers of the Plant Line between Boston and Halifax carry both the Royal Canadian and United States mails.

The Armstrong Transfer Co. of Boston check baggage through and transfer same from all railroad stations in Boston via the steamers of the Canada Atlantic and Plant S. S. Line.

Tourists desiring to make a tour of the Provinces should write to the Agents of the Plant Line for full particulars and rates, giving outline of the trip they desire to take.

The steamers "Olivette" and "Halifax," well known as the Plant Line flyers, have recently been making some quick passages, the "Olivette" landing her passengers in Halifax 24 hours after leaving Boston.

The Plant Line are now building at Newport, News, a new steamer, which will indeed be a "Flyer." She will be the fastest steamer of her size ever built in the United States, and will be a marvel of magnificence. She will be launched shortly and will be completed next Spring.

There are many who cannot stand the frigid weather of the North and who seek a warm climate. To such, no place offers such inducements as the State of Flordia. It has become the popular Winter resort owing to being easily reached. Those desiring to spend the Winter South, should write to the Agents of the Plant System for information, maps, etc.

The finest wharf, warehouses and offices in the City of Halifax, are those of the Plant Line situated on "Plant Wharf," foot of Sackville Street. The buildings present a very striking appearance, being painted in the well known Canary color of the Plant System. The offices at the Plant Wharf are the Canadian Headquarters of the Plant Line, being very large and finely fitted up. Mr. H. L. Chipman is the Canadian Agent.

The Plant System have moved their New England office from 268 Washington St., to 207 Washington St., Boston. The new office will be found more commodious and conveniently situated for the Patrons of the Canada Atlantic & Plant Line. The Office is in charge of Mr. A. P. Lane. New England Agent, who is one of the popular Agents of the Plant Line. Mr. Lane will be pleased to see enquirers and give full information.

FLORIDA.

SUMMER IN WINTER. LAND OF THE MAGNOLIA.

If you have any idea of locating in the South permanently or to escape the rigors of a Northern winter, in either case you want to know all about Florida, and should write to agents of the Plant System for Illustrated Books, Maps, Rates, etc.

The finest Hotels in the South are operated by the Plant System.

Passenger Traffic.

The most important position in any Transportation Company is the official who has direction of the Passenger traffic, as under his Management all arrangments for Time Tables, Advertising, Rates, Tickets, etc., are controlled. The official is generally titled as the "General Passenger Agent," but in a few of the larger 'Systems" the services of a higher official is required, who is called 'Passenger Traffic Manager." The Plant System has such an Officer in the person of Col. B. W. Wrenn, who became the Passenger Traffic Manager of that System last January. No person is better known in Transportation circles than Col. Wrenn, a genial and popular man, the friend of everybody, and one whose whole aim seems to be the comfort of the passenger. It is therefore not surprising that President Plant secured his services to look after the increasing traffic of the Railway and Steamship Lines comprising the Plant System.

Last July Col. Wrenn's jurisdiction was extended to cover the Canada Atlantic & Plant Line, between Boston and the Provinces, and he immediately made a tour to acquaint himself with the people and their country. He was more than pleased with the beautiful Summer resort, and made no hesitation in saying that the charms of the Provinces were not known sufficiently in the United States.

The increased advertising matter which the Canada Atlantic & Plant Line have issued through the Canadian Office is attributed to Mr. Wrenn's management, and it is understood that he is already making preparations for a very extensive advertising of the Provinces in the United States the coming Season, which must certainly be of advantage to Nova Scotia.

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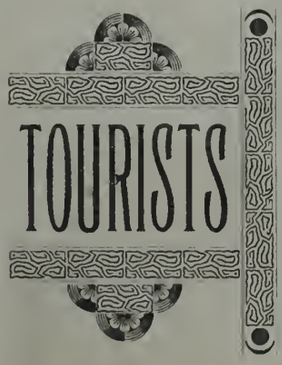

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Surrender of Louisbourg, C.B., in 1745.

Terms of capitulation agreed to June 15. 1745, for the surrender of the town and fortress of Louisbourg, and the territories thereunto belonging, between Commodore Warren and General Pepperrell, on the English side, and M. de Cnambon, the Governor of Louisbourg:—

1—That if your own vessels shall be found insufficient for the transportation of your persons and effects to France we will provide such a further number of vessels as may be sufficient for that purpose, also any provisions necessary for the voyage that you cannot furnish yourselves with.

2.—That all Commissioned Officers belonging to the Garrison and the inhabitants of the town may remain in their houses with their families and enjoy the free exercise of their religion, and no person shall be suffered to misuse or molest them, till such a time as they can conveniently be transported to France.

3.—That the non-commissioned officers and soldiers shall, immediately upon the surrender of the town and fortress, be put on board one of His Britannic Majesty's ships till they can also be transported to France.

4.—That all your sick and wounded shall be taken tender care of in the same manner with our own.

5.—That the Commander-in-Chief of the garrison shall have leave to send off two covered waggons, to be inspected only by one officer of ours, that no warlike store may be contained therein.

6.—That if there are any persons in the town or garrison which you desire shall not be seen by us, they shall be permitted to go off masked.

"The above we do concent to, and promise on your compliance with the following conditions," viz:—

1.—That the surrender and due performance of every part of the aforsaid promises be made and completed as soon as possible.

2.—That as a security for the punctual performance of the same, the Island Battery, or one of the batteries of the town, shall be delivered with all the artillery and warlike store thereunto belonging into the possession of His Britannic Majesty's troops, before six of the clock this afternoon.

3.—That His Britannic Majesty's ships, now lying before the port shall be at liberty to enter the harbor at Louisbourg without any molestation, as soon after six of the clock this afternoon as the Commander-in-Chief of the said ships shall think fit.

4.—That none of the officers, soldiers nor inhabitants in Louisbourg. who are subjects of the French King, shall take up arms against His Britannic Majesty or any of his allies until after the expiration of the full term of 12 months from this time.

5.—That all the subjects of His Britannic Majesty who are now prisoners with you shall be immediately delivered up to us.

P. Warren,
W. Pepperell.

"It having been desired by the Governor of Louisbourg that his troops might march out of the garrison with their arms and colors, and to be deliveded into the custody of Commodore Warren and Mr. Pepperrell, until the said troops arrival in France, and to be then returned to them. The same was consented to."

Articles of capitulation between their Excellencies Admiral Boscawen and Major-General Amherst, and his Excellency the Chevalier Drucour, Governor of the Island of Cape Breton, of Louisbourg, the island of St. John and their appurtenances:—

1.—The garrison of Louisbourg shall be prisoners of war. and shall be carried to England in the ships of His Britannic Majesty.

2.—All the artillery, ammunition, provisions, as well as the arms of any kind whatsoever, which are at present in the town of Louisbourg, the islands of Cape Breton and St. John, and their appurtenances, shall be delivered, without the least damage, to such commissaries as shall be appointed to receive them, for the use of His Britannic Majesty.

3.—The Governor shall give his orders that the troops which are in the island of St. John, and its appurtenances, shall go on board such ships of war as the Admiral shall send to receive them.

4.—The gate, called the Porte Dauphin, shall be given up to the troops of his Britannic Majesty by to morrow, at eight o'clock in the morning, and the garrison, including all those that carried arms, drawn up at noon on the esplanade, where they shall lay down their arms, colors, implements and ornaments of war ; and the garrison shall go on board, in order to carried to Englaud in a convenient time.

5.—The same care shall be taken of the sick and wounnded that are in the hospitals as of those belonging to His Britannic Majesty.

6.—The merchants and there clerks that have not carried arms shall be sent to France in such manner as the Admiral shall think proper.

(Sgd.) Le Chevalier de Drucour.

Louisbourg, 26 July, 1758.

Boston and the Louisbourg Expedition of 1745.

By WALTER KENDALL WATKINS.

Boston of the present day would not be recognized by the citizen of a century and a half ago. The profile of the city of today, bears no resemblance to that of 1745. The half dozen spires of the past which survive are hid beneath their tall neighbors of to-day, and even a near approach reveals changes in the architecture of the survivors of the eighteenth century.

Even the dwellings of the dead have been invaded, encroached upon and surrounded by modern fences, and the Common has suffered the same fate and become modernized, with its asphalt walks and its monuments.

The old boundry lines have been obliterated and water has been supplanted by land and dwellings.

A tour of the old shore line would be perambulating at the present day without one being able to cast a stone into the water.

The shore line in 1745 was as follows : Starting at a point near the corner of Shawmut avenue and Dover street, running north to Indiana place, the line then curved parallel with Pleasant street; and between that street and Church street till Park square was reached; then following Charles street irregularly to a point on West Cedar street, half way between Cambridge and Revere streets, and thence a line forming a cove, which partly included the grounds and buildings of the Massachusetts General Hospital site.

At the corner of Allen and Brighton streets the line curved with Brighton to the line which would be formed by a continuation of Wall street from the corner of Wall and Causeway streets to Haymarket square, the line followed South Margin and Bowker streets, and thence swept by a curve nearly parellell with North Margin and Prince streets to Charles River bridge.

This last boundary formed the old Mill Cove, which was crossed by a raised strip of land called the Causeway now Causeway street. From Charlestown bridge the shore line followed the present Commercial and North streets to Faneuil Hall, where the Town Dock was located in the early days.

From thence the line followed Merchant's Row and Kilby street to Liberty square, the space now occupied by Post Office square being a small cove, thence along Batterymarch street to Broad street and India square. Fort Hill then sloped to Atlantic svenue, curving to what is now the corner of Pearl and Purchase streets, and from that point the line followed Purchase street to the foot of Summer street, then along Federal to East street, then curving near Beach street to Washington street, and between that thoroughfare and the water to Dover street.

Many of these strects owe their names at different periods to their ancient location as the water line of the town.

Pleasant street, laid out in 1743 as a private way, soon acquired its name from the view afforded across the bay of the hills of Brookline and Roxbury. Causeway street was the ancient Causeway and North and South Margin streets bounded the shores of the Mill Pond. Commercial street still suggests our commerce by the way of sea. North street from Cross street to Fleet street in the last century was Fish street while the street from Fleet street to Chelsea Ferry was Ship street Dock square needs no comment. A part of Kilby street was once Mackerel Lane, and Water street led to the water's edge. A part of Federal street was Sea street, and just back of it was Cove street, while the locality to this day flourishes in police annals as the South Cove. Beach street ran from Washington street "Eastward by the Sea Side "

As to a more particular description of the town we can quote a contemporary diary, that of Capt. Francis Goelet:

Boston, the Metropolis of North America, Is Accounted the Largest Town upon the Continent, Haveing about Three Thousand Houses in it, about two Thirds them Wooden Framed, Clap Boarded, etc., and some of them Very Spacious Buildings, which, together with their Gardens about them, Cover a Great deal ground. They are for the most Part Two and three Stories high, mostly Sashed. Their Brick Buildings are much better and Stronger Built, more after the Modern Taste, all Sashed and Prety well Ornamented, havcing Yards and Gardens adjoyning also. The streets are very Erregular ; the Main Streets are Broad and Paved with Stone the Cross Streets are but Narrow, mostly Paved excep towards the Outkirts the Towne. The Towne Extends abt two Miles in Lenth North and South, and is in some places ½ mile and Others ¾ mile Broad, has One Main Street, Run'g the whole Length. The Towne from North to South and Tolerable broad the Situation is Vastly Pleasant, being on a Neck Land. The Tide Flowing on East Side that Part the Towne may be termed an Island. The water which Parts it from the Main Continent is about 20 foot over withe draw Bridges, and where the Tide Runs very strong trough. The Harbor is defended by a Strong Castle of a Hundred Guns, Built upon an Island, where the Shipping must pass by and within Hale. Its Situation is Extraordinary, as it Commands on Every Side and is Well Built and

Kept in Exceeding Good Order. The Tyde in the Harbor Flows about 12 or 13 Foot perpendicular at the Full and Change moon its Very Inconvenient for Loaded Vessels as they have not more than 12 Foot water at the End the Long wharf, which wharf is noted the longest in North America, being near half an Englist mile in length and runs direct out, One side whereof is full of whare Houses from One End to the Other. The Bostoniers Build a vast Numb'r Vessells for Sale, from Small Sloops up to Topsail Vessells from a Hundred Tons, and are noted for Good Sailing Vessells, they Runn mostly upon Keene Built and very strong Counted about 15 Saile upon Stocks, which they Launch in Cradills at the full and Change the Moon. This Place has about Twelve Meeting Houses and Three Churches which are all Very Indifferent Buildings of no mauner of Architect but Very Plain; at the North End they have a Ring of Bell, which are but Very Indifferent. They have but One Markett which is all Built of Brick about Eighty Foot long and Arch'd on Both Sides, being Two Stories heigh the upper part Sashed, which Comprehends Several. The Public Offices the Town; at the Southernmost End is the Naval Offices. The Middle, The Surveyors the Markets offices. They have also a Town House Built of Brick, Situated in Kings Street. It's a very Grand Brick Building Arch'd all Round and Two Storie Heigh, Sashed above, its lower Part is always Open Designed as a change, tho' the Merchants in Fair weather make their Change in the Open Street at the Easter most End. in the upper Story are the Council and Assembly Chambers, etc , it has a Neat Capulo Sashed all round and which on rejoycing days is Elluminated. As to Government, Boston is dependent and Subordinate to England for its laws, etc.. being a King's Government. The Governour is a person appointed from Home who represents his Majesty. The Government Laws are Compyld by the Council and Great General Assembly. The Former Represents the House of Lords and the Latter Commons, and the Governour Signs them and then they Pass in a Law. In Boston they are very Strict Observers of the Sabbath day, and in Service times no Persons are allow'd the Streets but Doctors, if you are found upon the Streets and the Constables meet you, they Compel you to go either to Curch or Meeton as you chuse, also in Swareing if you are Catcht you must Pay a Crown Old Tenor for Every Oath being Convicted thereof without further dispute the ¾ths of the Inhabitants are Strict Presbyterians."

In seven weeks from the time Gov. Shirley issued his proclamation for raising troops for the expedition, three thousand two hundred and fifty men were enrolled in Massachusetts, three hundred and four in New Hampshire, and five hundred and sixteen in Connecticut. The Massachusetts men were embarked the 24th of March, and sailed under the convoy of the Shirley Galley, afterwards called the Shirley Frigate. The whole naval force of the colony of Massachusetts consisted of three frigates of twenty guns each; a snow of sixteen; a brigantine of twelve, and armed sloops mounting from eight to twelve carriage guns. A sloop from Rhode Island, and one from Connecticut, had ten or twelve guns each.

The train artillery consisted of eight twenty two pounders, twelve nine pounders, two mortars of twelve inch. one of eleven, and one of nine inch. These were taken from Castle William. Also ten cannon borrowed of Gov. Clinton of New York. These were eighteen pounders. Brig-Gen. Samuel Waldo commanded the land forces, Col. Samuel Moore commanded those of New Hampshire, Lieut-Col. Simon Lothrop those of Connecticut, Lieut-Col. Grindley commanded the artillery. Over the whole was Lieut-Gen. William Pepperell.

On April 3rd, 1745, Gov Shirley made the following communication to the "Gentlemen of the Council and House of Representatives: In pursuance of the resolution of this Court for forming an expedition against the French settlements on Cape Breton, passed the 25th of January last, which is agreeable to His Majesty's pleasure signified to me upon the present rupture with France, 'That I should take all opportunities, as depended upon me, to distress and annoy the French in their settlements, trade and commerce.'

"I have raised three thousand volulunteers under proper officers to be employed in his Majesty's service upon that expedition, two thousand eight hundred of which by the twenty-fourth day of last month, and the remainder within two days after were embarked and sailed for Canso were they were to be joined with three hundred and fifty troops more raised by the government of New Hampshire for the same service, upon my application to Gov. Wentworth, and to proceed from thence by the first favorable opportunity to Chappeawronge Bay, to which place I expect they will be followed some time this week by five hundred troops more from Connecticut, raised likewise for the same service by that government, upon my application to them."

During the Siege of Louisbourg many of the sick and wounded were sent to Boston, as is evidenced by the following:

"At a Meeting of the Select men, Oct. 16th, 1745, Voted That Application be made to his Honour, the Lieutenant Governor and Council, to Stop Vessels coming from Cape Breton with sick Persons on board at his Majesty y Castle William until Examined, etc."

Accordingly the following Memorial was agreed to be presented, viz.:

PROVINCE OF THE MASSACHUSETTS BAY.

To the Honourable Spencer Phips, Esq., Lieutenant Governor and Com-

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SOLE AGENTS —FOR THE— Steinway Pianos.

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A Brace of Good Irish Stories

An Irish peasant brought a litter of kittens to a Protestant vicar in a certain town in County Wicklow, requesting him to purchase them The vicar refused. 'Your riverance, they are good Protestant kittens,' urged Paddy, but his riverance remained obdurate. A few days after the Roman Catholic priest (who had in the meantime been informed of the offer to his brother clergyman) was approached, and on his refusal to make a purchase, the would-be seller urged a sale :

'Sure, father, dear, they aae good Catholic kittens.'

'But how is this man ?' replied the priest. 'You said a day or two ago they were good Paotestant kittens '

'And so they were,' said the peasant, 'but their eyes weren't opened.'

Here is another I heard in Ireland recently : A quarrel had taken place at a fair, and a culprit was being sentenced for manslaughter. The doctor, however, had given evidence to show that the victim's skull was abnormally thin. The prisoner, on being asked if he had anything to say for himself, replied, 'No, yer honor : but I would ask was that a skull for a man to go to a fair wid ?

mander in chief for the time being of the Province aforesaid, and to the Honourable his Majesty's Council of said Province.

The Memorial of the Subscribers, Select Men of the Town of Boston,

Sheweth,

That great Numbers of Soldiers employ'd in the late Expedition against Cape Breton have been sent up from thence Sick of Fevers and other Distempers, and many have died, that sundry persons that have nursed and tended these Soldiers have also been taken ill of the same Fevers and died, from which your mems. were apprehensive that said Fevers were Infectious and Consulted several of the ablest Physicians in Town thereupon, who have declared that they Judge the said Fever to be very Infectious, and as many of the Soldiers now in this and others Towns are sick of this Fever, and more such it's probable will be soon sent up from Cape Breton, your Mem. therefore think themselves obliged for the safety and Preservation of the Inhabitants of the Province to lay this matter before your Honours, praying that you will please give orders that all Vessells that shall hereafter come from Cape Breton may not pass the Castle until they be examined as to the Health and Circumstances they are in by some person your Honours shall appoint for that purpose, and that suitable places and persons with all things necessary may be provided for such sick as shall come in said Vessells, or that your Honours will be pleased to take such other methods for the safety and Preservation of the Inhabitants of this Province as you shall judge best.

And your Memorialists shall ever pray, etc.

SELECT MEN.

Boston, October 16th, 1745.

At a Meeting of the Select men, Oct. 18th, 1745.

Present

Samuel Adams, Esq.,
Mr. Hancock,
Capt Steel,
Capt. Salter.

In Answer to the Memorial presented by the Select men to his Honour the Lieut. Governor & Council respecting Soldiers coming from Cape Breton sick with Fevers, etc., as Enter'd the 16th instant the following order pass'd in Council, Viz.:

At a Council held at the Council Chamber in Boston upon Friday, the 18th of October, 1745.

On the Memorial of the Selectmen of the Town of Boston.

In answer to this Memorial, Voted, that the memorialists be desired forthwith to provide a Suitable House or Houses in some remote part of the Town of Boston for the reception of such Sick Persons as shall come in hither from Louisbourg and appoint some proper persons to Visit all Vessells coming in from thence, and upon the Memorialists being informed of any sick persons on board that they give Orders for their removal to such House as shall be provided for them as aforesaid, and all necessary care Be there taken of them in Order to their Recovery, and that His Honour the Lieutenant Governour be desired to give Orders to the commanding offier at Castle William to examine every Vessell coming up from Louisbourg, whether they have any sick on board or not, and in Case they have, that he put an officer on Board to prevent any Sick persons going or being carried on Shoar any otherwise than according to the Order of the memorialists and that the said officer take care that such Vessel does come to Anchor in the Channel and not come up to the Wharfe till the memorialists give Liberty.

Copy, Examined, p. J. WILLARD, Secr'y

On 27th Jan. 1745-46, His Excellency Colonel Shirley desired "the Liberty of Faneuil Hall to put in the Cloaths belonging to the Soldiers &c., of his regiment at Louisbourg, that he'll do no Damage to said Hall, but deliver up the same when desired.

The late business enterprise formed for the mining of coals in the Provinces is but a repetition of history. At a meeting of the Selectmen May 4, 1747.

Voted, That a Petition be drawn up and presented to his Excellency, Governour Knowles (who is now residing in this Town) for Liberty for the Inhabitants of the Town of Boston to fetch Sea Coal from Cape Breton for their use, which was accordingly done and is as follows, viz.:

To His Excellency Charles Knowles, Esq., Governour and Commander in-Chief in and over the Island of Cape Breton in North America, now residing in the Town of Boston, in the Province of the Massachusetts Bay.

The Petition of the Subscribers, Select men of the Town of Boston, for and in behalf of said Town.

Humbly Sheweth.

That this Town for many Years past has been Supplied with Fire Wood brought from the Eastward parts of the Province, and has constantly employed great numbers of Sloops in bringing the same here, and chief Dependence for Fuel in the Winter has been on those parts. But so it is, May it please your Excellency, that when this Government had determined upon the late Successful Expedition against Cape Breton, they took up almost every Coaster that transported Wood into their service, in which some of 'hm have been employed to this Day in carrying the King's stores, etc., for Garrison at Louisbourg and

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HALIFAX, NOVA SCOTIA

Others of them that were discharged are afraid to go to the Eastward for Wood, as usual, the Indian Enemy being mony there, and are frequently Killing our Men, so that the Town has already suffered extremely for want of so absolutely necessary an Article as Fireing is, in such a Cold Climate as this, and if it can't be supplied from other places than the Eastern parts, the Inhabitants have the melancholly Psospect of suffering much the ensuing Winter that they have yet done, for the Wharves in the Town that at this Season of the year were generally full of Wood, have not sufficient for daily use, and as we can think of no method to avoid the great Distress the Inhabitants of this Town must inevitably meet with for want of Fireing, but by applying to your Excellency for Relief we flatter ourselves that your excellency will Excuse us in giving you this trouble, our request therefore is, that your Excellency will be pleased to allow Sea Coal to be brought us from Cape Breton, and to Induce you, Sir to Grant the same, we would just mention to you, that great Numbers of Persons who liv'd at the Eastward, and every year Cut and brought down to the Water side large Quantitys of Wood went on said Expedition, and never Returned, having died at Louisbourg or Enter'd into his Majesty's Service their; that after the Reduction of the place many more Wood Cutters went to Louisbourg from the Eastward, and those that remained have been some kill'd by the Indians, and the rest drove from their Settlements, which are so broke up that we can expect but small supplies from thence. Nor has the like Quantitys of Coal been brought us this Year from England as heretofore, the great number of blacksmiths, and Sugarbakers, etc., in Town being now without any and and therefore obliged to stand still, and in Consequence the Shipwrights must soon be Idle, and the trade and Navigation of these parts entirely cease.

We presume we ueed not mention to Your Excellency the great share this Town had in the conquest of Cape Breton (more perhaps than all the other Towns upon the continent) and the many difficulties and Burthens we now do, and our Posterity must groan under by reason of the Loss this Province has sustain'd in the Deaths of a vast number of our men since the Reduction of that place, and our Burthens will be greatly increased if we are not Reimburs'd the Expence we were at in prosecuting that Expedition, all which (we apprehend) your Excellency is in a great measure sensible of, and would relieve us in the whole were it in your power.

We do, therefore, Intreat your Excellency will be pleased to take our distressing Circumstances into your Consideration, and allow such Vessels as go from hence toCape Breton this year to Load with Sea Coal, paying for every Chaldron whatever your Excellency shall order; and as there are a great Quantitys of it on that Island, we hope your excellency will allow us to bring away Three Thousand Chaldron, upwards of a Thousand of which will be wanted by Blacksmiths, Sugarbakers, etc., (for if any of his Majesty's subjects are entitled to such a favour we humbly apprehend your Excellency will Judge us to be so). And if your Excellency shall see cause to grant this Petition you will not only give a remarkable Instance of your tender regard for us and Disposition to relieve us, but lay the Town of Boston under such Obligations to your Excellency as are not to be forgotten. In the behalf of the Town of Boston We are your Excellency's most Dutiful and Obedient humble Serv'ts.

Boston, May 8th, 1747. SELECT MEN.

The selectmen wrote the following letter to his Excellency Gov. Knowles at Cape Breton, viz:

Boston, Aug, 20, 1747.

Sir,—We had the honor of your Excellency's letter of the 16th ult., and are extremely obliged to your excellency for your readines in giving liberty to the town to fetch Sea Coal from Cape Breton, and that they are welcome (as you are pleased to say) to any quantity they may want We were in hopes when the several Vessells for it went from hence, Persons (other than the King's Troops whom we coul'd not expect should be employ'd in that Service) might have been procur'd at Louisbourg to have Dug it, but as that can't be, for the future we shall inform all such as may have our Letters to your Excellency, that they must Dig it themselves or carry Persons that will, otherwise they must not expect any. And we being so fully sensible of your Excellency's kind regards for the Town and Disposition to serve it, we doubt not in the least but your Excellency will still Grant such as may hereafter come for Coal all the Protection and assistance that may be necessary, which will still lay the Town under greater Obligations to your Excellency than they already are. We are, in behalf of the Town Your Excellency's most Obliged and Obedient, hum humble Servants,

W. K. WATKINS. SELECT MEN.

As far back as the twelfth century we find the Waldo family name of prominence.

The emigrant here was Cornelius Waldo, farmer for John Cogswell, of Ipswich, and later his son in-law by marriage to his daughter, Hannah Cogswell. Their youngest son was Jonathan, born in Chelmsford in 1668. He was married, first, November 28, 1692, to Hannah Mason. Among the children by this marriage, born in Boston where Jonathan had settled, was Samuel, born August 7, 1696.

The father, Jonathan, became quite wealthy, and, retiring from business as a merchant, lived a life of leisure till his death, May 31, 1731.

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153 and 155 GRANVILLE and 70 HOLLIS STREETS.

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When in Truro AND YOU WANT A DOUBLE OR SINGLE First-class Rig With or Without Driver,

Go to J. A. Bennett, Dominion Street, TRURO, N.S.

Telephone No. 10.

Nellie: Look at those pretty cows.

Maudie: They are not cows; they are calves.

Nellie: But what is the difference?

Maudie: Why cows give milk and calves give jelly.

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Keep in any Climate. Always ready for use.

Sold by leading Grocers everywhere.

The Truro Condensed Milk and Canning Co.

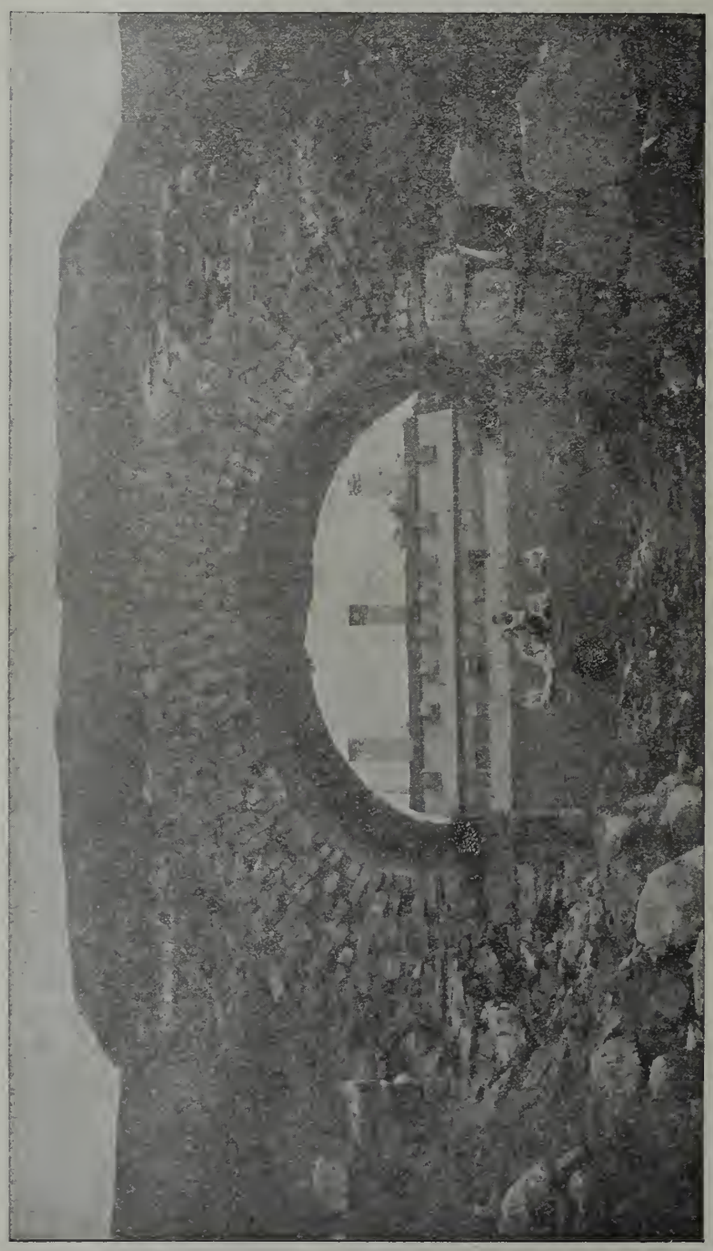
Ltd., Manufacturers, TRURO, N.S.

Samuel Waldo married, 1722, Lucy, daughter of Francis Wainwright, of Ipswich.

In his youth he was brought up in a commercial career as assistant to his father, and later was associated with his brother, Cornelius. His dealings in the products of the coast of the eastern part of the province, consisting of fish, naval stores and lumber, which he shipped to the West Indies, brought return cargoes of rum, molasses, sugar, and an occasional servant, recruited from the negroes of that section.

Similar exports to Europe brought the necessaries of life to the settlers of the province, and by way of barter, the real estate of the Waldos became augmented by possession in the District of Maine. Among others was their interest in the Muscongus Patent, which was was a tract of nearly a thousand square miles, embracing nearly the whole of the present counties of Knox and Waldo, Maine.

In 1719 this patent, granted in 1629, to John Beauchamp and Thomas



OLD FORT, ANNAPOLIS.

Leverett, was divided into ten shares, and those owning the shares were shown as the "Ten Proprietors." Twenty partners were also taken into the scheme, who were termed the "Twenty Associates." Among these latter were the father and brother of Samuel Waldo.

Through Samuel Waldo's efforts to protect the claims of the proprietors and their recognition of his services, he acquired one half the whole patent in payment of his efforts. By purchase, he later acquired still more of the tract, thus acquiring a large interest in the District of Maine. To protect this interest and its industries was the source of his assistance and activity in the Louisbourg expedition, and in later campaigns in the north-east country.

The Case of Samuel Waldo, of Boston, in the Province of Massachusetts Bay in England Esq.

In the year 1740, War having been declared between Great Britain and

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He—You reject me because I am poor.

Heiress—Say, rather that you are poor because I reject you.

Spain, and a rupture with France being greatly apprehended, Mr. Waldo, then in England thought it his Duty as One well acquainted with American affairs to lay before his Grace the Duke of Newcastle then One of his Majesty's principal Secretaries of State, a plan for the reduction of Cape Breton, and the French Territories on Canada River, to be put in Execution as soon as a War with that Crown should happen—

In the year 1741, Mr. Waldo embarked for New England and soon after his arrival there, communicated to Mr. Shirley, his Majesty's Governour of the Massachusett's Bay, the said Plan, and gave him a copy thereof, which he was pleased to approve of—

In 1744, the Attack of the French on Canceau having alarmed New England, the project of attacking the French in their settlements was adopted by the General Court of the Province of the Massachusetts Bay, whereupon an Enterprise was formed against Cape Breton and Mr. Waldo, who then had the honour of being One of His Majestys Council and had the Command of the

OFFICERS' QUARTERS, ANNAPOLIS ROYAL, N. S.

provincial Troops employed on the Frontiers, and the Chief Direction in building there a number of Forts in order to prevent the Incursions of the French and their Indians, and to keep those in the English Interest steady in that attachment, was called upon to engage in this Expedition ; and notwithstanding the Inconvenience to his own private Affairs, and especially to some new Settlements he had made, and was carrying on in St. George's and Madomock, Rivers, he with great readiness, engaged in the Undertaking, promoted with all his Interest the measures concerted for that end, in the Council and General Court of the Massachusetts Bay, and accepted of a Commission to be a Brigadier General of the Forces raised in the several New England Colonies for that Expedition ; also Colonel of a Regiment and Captain of a Company therein, as by the Commission will appear—

In order to carry on this Service, the province aforesaid made a temporary Establishment for four months only, for the troops that were to be raised : and very inconsiderable with respect to the pay of Officers : many of whom as well

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Made in the Provinces is at
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First class work at lowest Cash Prices
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Blomidon Amethyst cut and mounted in Rings, Pins, etc., and in Specimens.
Souvenir Books, Souvenir Spoons, French Wood from Grand Prè, Fine Photographs of Blomidon, Grand Prè, Basin of Minas, tc.
J. F. HERBIN, - - WOLFVILLE, N.S.

-: Wolfville Book Store :-
HEADQUARTERS FOR
Evangeline :: Souvenirs
Photographic Views, Souvenir Albums, Guide Books, etc.
BOSTON DAILY PAPERS, MAGAZINES And Novels always on hand.
ROCKWELL & CO.

WOLFVILLE DRUG STORE
Drugs and Chemicals,
Soaps, Perfumery, and a complete Stock of Toilet Articles. Prescriptions carefully compounded.
CALL IN AND SEE US.
Geo. V. Rand, Prop., Wolfville, N.S.

BANCROFT & BAILEY,
BICYCLE DEALERS,
BICYCLES SOLD, RENTED AND REPAIRED.
WINDSOR, N.S.
Wheels to Hire by Hour, Day or Week. Sole Agents for the Maritime Provinces for the Celebrated Smalley Bicycles and Comet Wheels for four Counties.
FULL LINE OF SUNDRIES, TYRES AND PARTS KEPT IN STOCK.

—THE GREAT—
'MAL de MER' CURE
FOR SEA SICKNESS.
PRICE 75c. Try it and be convinced.
MANUFACTURED BY
R. B. DAKIN, Druggist, Windsor, N.S.
Ask your Druggist for it, or send direct.

Quebec Engraving Co.,
CHARLES MONTMINY, Prop.
54 GARNEAU ST., QUEBEC.
Designers, Steel Dies, Copper-plate and Wood Engravers, Copper-plate Printers Embossers.

Still Waiting for Him

'Husband in ?' asked the gas collector cheerfully.

'No,' answered the woman, 'he isn't at home.'

'Expecting him soon ?' asked the collector

'Well,' the woman replied, thoughtfully, 'I don't know exactly, I've been looking for him for seventeen years and he hasn't turned up yet. You travel about a good deal and if you see a man who looks as though he'd make me a pretty good husband, tell him I'm still awaitin' and send him along.'

Wideawake Business Men

Billboard competition runs pretty high nowadays in the metropolis. An owner of some down town property was awakened by the loud ringing of the door bell recently in Harlem.

"What on earth is that?' he exclaimed. "Is the house on fire?"

"Somebody's dead," said his wife. In the mean time a servant was returning from answering the bell.

"Please sir," there's two gents down stairs as wishes to see you, said the girl.

"See me? Why, it's 3 o'clock in the morning."

"Important business, they says, sir "

"Well, I should think it would be—waking a man up at this time o'night, I'll have to go down I suppose."

He quickly threw on some clothing and went below. Two "gents" awaited him in the hall.

"I beg your pardon, sir, for knocking you up at this hour, but I want to make you a proposition for billboards around the corner of your place on blank street while you are rebuilding. Name your figures, including two theatre ticket every night of the season."

"And, sir," began the other "gent," my company would like to make you a proposition for the use of the wall that may remain standing after the fire.

"Fire! Fire! What are you talking about!" The old man was completely nonplussed.

"Why your place caught fire about two hours ago," said the first "gent"—

"And is gutted by this time," added the second "gent."

"Of course you'll give me the refusal for billboards—remember the two theatre tickets!" yelled the first "gent" as the old man bolted for the stairs.

A Public Benefactor,

The lawyer had been badgering the witness for some time and finally asked:—

Was any member of your family ever hanged?

Yes sir.

Ah, ha ! I thought as much. Now, sir, who was it ?

Myself.

Yourself ? Do you mean to say that you have been hanged and are alive to tell of it.

Yes, sir.

Come now no trifling. Tell the jury what you were hanged for and how you happen to be alive to-day.

Well, sir, a man was killed and I was suspected of having committed the crime. A mob took me out, put a rope around my neck and had just hauled me up to the limb of a tree, when someone in the crowd shouted out that the murdered man had been a lawyer. They coulden't cut me down quick enough ! I was filled up with the best whiskey the place afforded and given a banquet as the greatest public benefactor in the history of the town.

ESTABLISHED 1865.

IRWIN & SONS, Dispensing Chemists,

—PHONE 591— 99 Gottingen Street, Foot of Cunard St.

—PHONE 395— 201 Brunswick Street, Foot of Cogswell St.

Dealers in Medicine Chests, Perfumery, Toilet Requisites, Waterproof Goods, Homeopathic Medicines. Manufacturers of Irwin's Cough Elixir, Irwin's Diarrhea Cordial, Irwin's Killer of Pain, a capital remedy for the after-effects of Sea Sickness, and Irwin's Blood Purifier.

AMERICAN SILVER TAKEN AT ITS FACE VALUE.

S. BURNS & SON, SYDNEY, C.B.
DEALERS IN
Drugs, Medicines and Chemicals,
Toilet Soaps, Perfumery, Shoulder Braces Trusses, Sponges, and all kinds of Druggists Sundries usually kept in a first-class Drug Store.
Physicians' Prescriptions carefully compounded.

ANGUS MACDOUGALL,
Livery ▸ ◂ Stables,
N. SYDNEY, C.B.
First-class Teams at Reasonable Prices. Tourists, Travellers and others supplied at the shortest notice. Double and Single Covered Carriages always on hand. Satisfaction Guaranteed.

COPELAND & CO.,
DEALERS IN
PURE DRUGS AND MEDICINES,
North Sydney, C.B.
Toilet and Fancy Articles, Perfumery of all Kinds. Prescriptions carefully and accurately compounded. Tel. No. 7.

EDWARD McDONALD,
West-End Door and Sash Factory,
Steam Saw and Planing Mills,
NORTH SYDNEY, C.B.
Scroll Sawing, Planing and Moulding, Brackets, etc.
Stair Building. Turning. Building Estimates furnished if required.

ESTABLISHED 25 YEARS.
Mackenzie House. SYDNEY, C.B.
H. R. Mackenzie, Prop.
Five minutes walk from Railway Station the terminus of the I.C.R. Seven Large Sample Rooms, the best of any in the Province. A limited number of Tourists can be accommodated.

DANIEL GANNON,
N. Sydney & Little Glace Bay, C.B.,
Manufacturer of
Aerated Waters, Soda Water, Ginger Ale, Lemonade, Cream Soda, Club Soda, Champagne Cider, Orange Phosphate, Nectar, Nerve Food, Lemon Sour, etc., and Dealer in Cigars, Fruits, etc. Sole Agent for P. & J. O'Mullins' Porter and Ale for C.B. Telephone No. 43.

G. K. MacKeen,
AGENT FOR
Boston Steamers, Intercolonial Railway of Canada, Canadian Express Company. North American Life Assurance Co., Fire Insurance Co. of North America, Allan Line Royal Mail Steamers, Dominion Line Royal Mail Steamers.

The Book & Novelty Co.
Carry a fine assortment of
Books, Stationery, Magazines, Games Fancy Goods, Musical Instruments, Pocket Knives, Razors, Scissors. Toys, Sporting Goods, Novelties embracing Goods too numerous to mention. School Requisites a specialty.
NORTH SYDNEY, C.B.

FOR **FASHIONABLE MERCHANT TAILORING**
DON'T FAIL TO GO TO
NEIL FERGUSON, SYDNEY, C.B.
Good Fit, Workmanship and Satisfaction Guaranteed All the latest styles.

DON'T FAIL TO GET PRICES FROM
C. B. TRAVIS, SYDNEY, C.B.
FOR
PIANOS, ORGANS and SEWING
— MACHINES, —
who carries the largest stock in Eastern N.S.

J. R. McLeod & Co.,
Fine Custom Tailoring,
SYDNEY, C.B.
Workmanship and Fit Guaranteed.
Give us a call.

INTERCOLONIAL RA

GENERAL PASSENGER TIME T

TRAINS TO AND FROM PICTOU, MULGRAVE AND SYDNEY.

READ UP. | READ DOWN.

Express †	Pictou Accom. †	Accom.	Accom.	Accom.	Freight. †	Miles.	STATIONS.	Express †	Express †	Freight.	Accom.	Accom.	Freight
20 25	.....	.....	.....	.....	16 10	0	A.....Sydney.....D.	4 15	.....	.....	.....	.....	7 00
20 02	.....	.....	.....	.....	15 30	11	....Leitche's Creek.....	4 37	.....	.....	.....	.....	7 41
19 56	.....	.....	.....	.....	15 20	13	D..North Sydney Jct..A	4 43	.....	.....	.....	.....	7 50
19 30	5 00	8 10	.....	.....	14 50	0	A....North Sydney....D	5 05	19 35	15 00	.....	.....	8 15
19 20	4 45	7 55	.....	.....	14 35	5	D..North Sydney Jct..A	5 15	19 50	15 15	.....	.....	8 30
19 18	.....	.....	.....	.....	14 30	13	A..North Sydney Jct..D	5 18	.....	.....	.....	.....	8 35
*19 11	†	☞	.....	.....	*14 16	17	.....George's River.....	*5 26	.....	☞	.....	.....	*8 50
*18 58	.....	.....	.....	.....	*13 55	22	..... .Barrachois.....	*5 38	.....	.....	.....	.....	*9 12
*18 47	.....	.....	.....	.....	*13 35	28	.....Boisdale.....	*5 49	.....	.....	.....	.....	*9 32
*18 29	.....	.....	.....	.....	*13 03	37	.....Shenacadie.....	*6 07	.....	.....	.....	.....	*10 15
18 11	.....	.....	.....	.....	12 30	45	D A } Grand Narrows { A D	6 25	.....	.....	.....	.....	.....
17 51	.....	.....	.....	.....	.....			6 45	.....	.....	.....	.....	10 37
17 45	.....	.....	.....	.....	12 24	46	..... Iona.....	6 51	.....	.....	.....	.....	10 43
*17 33	.....	.....	.....	.....	*12 03	51	..McKinnon's Harbour.	*7 03	.....	.....	.....	.....	*11 04
*17 21	.....	.....	.....	.....	*11 42	57	.....Alba.....	*7 15	.....	.....	.....	.....	*11 26
17 09	.....	.....	.....	.....	*11 22	62	.....Orangedale.....	7 26	.....	.....	.....	.....	11 46
16 52	.....	.....	.....	.....	10 52	70	.....River Deny's.....	7 43	.....	.....	.....	.....	12 17
16 36	.....	.....	.....	.....	10 23	77	....West Bay Road....	7 59	.....	.....	.....	.....	12 45
16 22	.....	.....	.....	.....	10 00	84	...MacIntyre's Lake...	8 13	.....	.....	.....	.....	13 11
*16 16	.....	.....	.....	.....	*9 48	87	..... Mines Road	*8 18	.....	.....	.....	.....	*13 22
*16 08	.....	.....	.....	.....	*9 35	90	.....Hawkesbury.....	*8 27	.....	.....	.....	.....	*13 35
16 05	.....	.....	.....	.....	9 30	91	D.....Point Tupper.....A	8 30	.....	.....	.....	.....	13 40
15 15	.....	.....	.....	.....	15 55	92	A.....Mulgrave.....D	9 20	.....	.....	.....	.....	5 00
15 00	See that your Tickets for Quebec, Montreal & points West, read via "The Popular Route."				*15 33	98	....Cape Porcupine.....	*9 35	.....	.....	.....	.....	*5 25
14 50					15 17	102	...Harbor au Bouche...	9 45	.....	.....	.....	.....	5 40
*14 42					15 07	105	....Grosvenor Road....	9 52	.....	.....	.....	.....	*5 51
*14 40					15 03	106	.....Linwood.....	*9 55	.....	.....	.....	.....	*5 55
*14 30					*14 50	110	.....Monastery.....	*10 03	Buffet Sleeping Car runs between Pt. Tupper and Sydney. BERTH RATE— Sydney or North Sydney to Pt. Tupper—$1 for passengers going on board car at Sydney or North Sydney night before departure.				*6 09
14 27					14 46	111	.....Tracadie.....	10 06					6 14
*14 16					14 30	115	.....Afton.....	*10 16					6 30
14 12					14 24	116	.....Bayfield Road.....	10 20					6 35
14 07					14 15	119	.....Heatherton.....	10 25					6 45
*14 00					14 07	121	.....Pomquet.....	*10 31					6 53
13 53	Buffet Sleeping Car runs between Sydney & Point Tupper				13 35	124	.....Taylor's Road.....	*10 39					*7 05
13 49					13 30	126	.....South River.....	10 43					7 12
13 35					13 10	131	.....Antigonish.....	10 56					7 50
*13 22					*12 34	136	.....Brierly's Brook.....	*11 09					*8 09
13 11					12 20	140	.....James River.....	11 19					8 24
*13 00	Connection by Ferry between Mulgrave and Point Tupper.				12 05	144	.....Marshy Hope.....	*11 29					8 39
*12 51					11 50	148	.....Barney's River.....	*11 39					8 55
12 46					11 44	150	.....Avondale.....	11 44					9 02
12 36					11 30	154	.....Piedmont.....	11 53					9 16
12 24					11 11	158	.....Merigomis.....	12 05					9 35
12 15	.....	.....	.....	.....	11 00	162	...West Merigomish...	12 15	†	†	.....	†	9 48
*12 04	.....	.....	.....	.....	*10 44	166	.....Woodburn.....	*12 27	.....	.....	.....	.....	*10 24
11 50	.....	.....	.....	.....	10 25	172	D.....New Glasgow.....A	12 45	Exp.	Acc.	.....	.....	10 25
11 30	13 25	.....	19 00	.....	9 25	172	A.....New Glasgow.....D	13 00	11 00	20 35	.....	.....	11 40
11 20	13 15	.....	18 50	.....	9 15	174	D.....Stellarton.....A	13 10	11 10	20 45	†	.....	11 50
.....	16 05	7 10	.....	.....	.....	0	A..Pictou Landing...D	.....	.....	†	7 45	16 35	.....
.....	15 43	6 48	.....	5 42	.....	7	A.....Trenton.....D	.....	.....	5 42	8 07	16 57	.....
.....	15 40	6 45	.....	5 38	.....	8	D....New Glasgow...A	.....	Acc.	5 46	8 10	17 00	.....
.....	21 10	6 40	17 55	5 38	.....	172	A.....New Glasgow.....D	.....	6 10	5 46	.....	17 00	.....
.....	21 00	6 30	17 45	5 30	.....	174	D.....Stellarton.....A	.....	6 20	5 55	.....	17 10	.....
12 04	22 00	7 05	.....	†	.....	0	A.....Pictou.....D	12 25	5 20	.....	.....	17 50	.....
12 00	21 54	7 00	.....	.....	.....	2	.....Brown's Point.....	12 30	5 27	.....	.....	18 00	.....
*11 55	*21 47	*6 55	.....	.....	.....	3	.....Lochbroom.....	*12 35	*5 33	.....	.....	*18 05	.....
*11 48	*21 37	*6 47	.....	.....	.....	6	.....Sylvester.....	*12 42	*5 43	.....	.....	*18 15	.....
11 34	21 20	6 35	.....	.....	.....	11	.....Westville.....	12 55	5 59	.....	.....	18 35	.....
11 25	21 05	6 27	.....	.....	.....	14	D.....Stellarton.....A	13 05	6 10	.....	.....	18 45	.....
11 15	20 55	6 27	17 45	.....	9 00	174	A.....Stellarton.....D	13 15	6 30	5 55	.....	17 10	12 20
11 07	20 45	6 18	17 36	.....	8 45	178	...Ferrona Junction...	13 22	6 42	6 04	.....	17 19	12 37
11 02	20 39	6 12	17 30	.....	8 27	179	..... Hopewell.....	*13 28	6 49	6 10	.....	17 25	12 49
10 47	20 20	†	†	.....	8 05	186	..... Glengarry	*13 42	7 10	.....	.....	.....	14 00
*10 40	*20 12	.....	.....	.....	*7 53	189	.....Lansdowne.....	*13 49	*7 20	.....	.....	.....	*14 12
10 30	19 59	Buffet Parlor Cars run between Halifax & Mulgrave			7 35	194	.....West River.....	14 00	7 35	.....	.....	.....	14 30
.....	.....				7 11	198	.....Campbell's.....	.....	.....	.....	.....	.....	*14 46
10 12	19 36				6 55	202	.....Riversdale.....	14 17	8 00	.....	.....	.....	15 02
*10 04	*19 25				*6 38	205	.....Union.....	*14 25	*8 12	.....	.....	.....	*15 16
9 55	19 14	.....	.....	.....	*6 20	210	.....Valley.....	*14 35	8 26	.....	.....	.....	15 32
9 45	19 00	.....	.....	.....	6 00	214	D.....Truro.....A	*14 45	8 40	.....	.....	.....	15 50
7 20	16 00	.....	.....	.....	.....	276	D.....Halifax.....A	18 15	12 45	.....	.....	.....	.....

* Trains stop only when signalled or when there are passengers to set down.
☞ New and Elegant Buffet Parlor Cars run on Through Express trains between Halifax and Mulgrave.
¶ A Special Train will leave Pictou for Sellarton on arrival of Steamer from P.E. Island, connecting here with 13.40 train for Halifax.

OXFORD AND PICTOU BRANCH.

Miles.	STATIONS	Accommodation. †	Accommodation. †	Miles.	STATIONS.	Accommodation. †	Accommodation. †
0	OXFORD JUNCTION.....Lv.	13 58	4 20	0	PICTOU .....Lv.	6 55	12 10
3	Oxford	14 04	4 35	2	Brown's Point	7 00	12 16
11	Conn's Mills.....	14 27	4 05	4	Scotch Hill.....	7 06	12 24
15	Pugwash Junction.....Ar.	14 40	5 20	9	Scotsburn	7 18	12 40
21	Pugwash .....Ar.	15 55	5 35	14	Meadowville.....	7 30	12 58
15	Pugwash Junction.....Lv.	15 15	5 55	22	River John.....	7 50	13 25
19	Hendersons	*15 28	*6 11	27	Denmark	8 04	13 44
23	Wallace	15 38	6 22	34	Tatamagouche	8 22	14 08
27	Ross Road	*16 51	*6 38	42	Ross Road.....	8 43	*14 34
35	Tatamagouche	16 15	7 06	46	Wallace	*8 54	14 49
42	Denmark	16 35	7 30	50	Hendersons	*9 03	*15 00
47	River John.....	17 52	7 50	54	Pugwash Junction .....Ar.	9 15	15 15
55	Meadowville	17 17	8 16	60	Pugwash .....Ar.	9 30	51 30
60	Scotsburn.....	17 32	8 32	54	Pugwash Junction.....Lv.	9 46	15 50
65	Scotch Hill	17 47	8 48	58	Conn's Mills	9 55	16 00
67	Brown's Point	17 55	8 55	66	Oxford	10 14	16 20
69	PICTOU .....Ar.	18 05	9 00	69	OXFORD JUNCTION..... Ar.	10 20	16 30

GOING WEST—Halifax to Truro, Pi
Point du Chene and St John, N

READ UP

St John and Montr'l Express †	St John Day Express †	Quebec and Montr'l Express †	Truro Accom †	Pictou Accom. †	Suburban †	Miles.	
		"The Popular Route" for Canadian and United States travel is along shores Gulf of St. Lawrence & Baie des Chaleurs.					
19 25	.....						A.
13 30	.....						
8 20	.....						
7 30	.....	21 25					
15 50	18 30	24 00	10 30	8 30	14 45	0	A.
.....	18 20	.....	10 23	8 22	14 32	3	
.....	*18 15	.....	*10 20	*8 19	14 26	5	
.....	*18 11	.....	*10 17	*8 15	14 21	6	
.....	*18 05	.....	*10 13	*8 11	14 13	8	
*15 33	18 00	*23 35	10 09	8 07	14 06	9	
.....	17 53	.....	*10 00	7 59	14 43	12	
.....	*17 49	.....	.....	*7 54	*13 36	11	
.....	17 42	23 15	9 49	7 45	13 24	17	
*15 08	17 30	23 00	9 35	7 28	13 00	22	
.....	17 21	.....	*9 25	7 18	☞	27	
.....	17 17	.....	9 21	7 13		28	
14 47	17 06	.....	9 08	7 01		33	
.....	16 52	.....	8 52	6 45		40	
14 27	16 42	22 02	8 40	6 35		44	D.
.....	.....	.....	.....	Sussex Express			A.
.....	.....	.....	*8 33			47	
.....	16 25	.....	8 24			51	
.....	16 03	.....	*8 02			61	
*13 48	15 51	21 01	7 51			67	
.....	*15 40	.....	*7 40			72	
*13 32	15 29	20 35	7 30			76	
.....	*15 22	.....	*7 23			79	
13 10	15 00	20 00	7 00				D.
13 05	14 50	.....	6 40	10 10		89	A.
.....	*14 45	.....	*6 34	*10 08		92	
.....	....	Accom	6 20	9 51		97	D
12 45	.....	.....	6 15	.....	9 50	0	A
*12 32	.....	.....	*6 00	.....	*9 37	5	
12 20	.....	.....	5 45	.....	9 25	9	
12 15	.....	.....	5 25	.....	9 15	12	D.
.....	.....	19 25	Accom.	.....	☞	97	
12 48	14 33	*19 12	to	9 51		102	A.
.....	14 20	.....	Moncton	*9 35		104	
.....	*14 15	.....	Express	*9 28		109	
*12 27	*14 03	*18 48	to	9 13		111	
.....	13 58	*18 44	St. John	9 07		113	
.....	*13 51	.....		8 58		116	
12 12	*13 43	18 33	.....	8 48		128	
11 49	13 15	18 11	.....	8 06		131	
.....	13 05	*17 55	.....	7 44		137	D
11 29	12 50	17 42	.....	7 22			
.....	12 30	.....	.....	.....		142	A
.....	12 21	*17 33	.....	7 08		145	
*11 13	12 13	*17 25	.....	6 56		149	
.....	12 07	.....	.....	6 44		155	
10 55	11 55	17 05	.....	6 25		161	
.....	11 37	.....	.....	Sp Hill & Moncton Accom		165	
.....	11 28	.....	.....			167	
10 24	11 23	*16 33	.....			171	
.....	11 14	.....	.....			179	
10 02	10 58	.....	.....			180	
.....	10 55	*16 05	.....			185	
.....	10 45	.....	.....			189	
.....	10 35	.....	.....			197	
9 25	10 18	15 29	.....			200	
.....	10 10	.....	.....			203	
.....	10 05	15 16	.....			206	
.....	9 58	.....	.....			214	
8 50	9 40	14 55	.....				D.
8 45	9 30	14 35	16 35	18 45	.....	218	A.
.....	*9 20	.....	*16 20	*18 34	.....	222	
8 32	9 12	.....	16 09	18 25	.....	226	
.....	*9 02	.....	*15 37	18 13	.....	231	
*8 15	8 54	*13 57	15 23	18 03	.....	235	
8 07	8 45	13 47	15 14	17 53	.....	239	
.....	8 37	.....	15 02	17 43	.....	245	
.....	8 25	.....	14 42	17 29	.....	248	
.....	8 19	.....	14 34	17 23	.....	251	
.....	.....	.....	.....	17 16	.....	252	
.....	*8 12	.....	*14 23	*17 05	.....	254	
.....	*8 10	.....	*14 19	*17 02	.....	262	
.....	*8 06	.....	*14 14	*16 56	.....	264	
.....	7 51	12 52	13 51	16 37	.....	266	
.....	.....	.....	*13 43	*16 27	.....	267	
7 13	.....	.....	.....	.....	.....	271	
.....	7 40	.....	13 34	16 20	17 50	274	
.....	7 30	.....	13 19	16 09	17 36	275	
.....	.....	.....	.....	*16 03	17 28	.....	
6 50	7 20	12 20	13 05	16 00	17 25	.....	D.

(Connects with Day Express St. John to Halifax)
(See Pictou Branch.)
(First-class Car Hampton to St. John.)

0 8.45 Train from Toronto, daily, Sunday excepted. Saturday excepted.

* * Makes connection at Moncton with Through Ex to Montreal on Sundays. Through Buffet Sleeping Car

"The Popular Route" For travel between the L Chaleurs.

Intercolonial R

DALHOUSIE BRANCH.—Passengers to and from D Dalhousie at 24.20 o'clock connects at Dalhousie Junc John and Halifax; at 5.45 with Accommodation from C Campbellton.

Local Train leaving Dalhousie Junction for Dalh St. John and Halifax, and with Through Express Moncton

INDIANTOWN BRANCH.—A train leaves Indiantowi Indiantown at 15.05 o'clock. These trains connect with

TRAINS VIA CHAUDIERE JUNCTION.—No. 49 train, le Junction, and No. 50 train, leaving Levis station at 7.55, between Levis and St. Charles, via Chaudiere, will take

ILWAY OF CANADA - -

BLE, in Effect OCTOBER 7, 1895.

GOING EAST—St. John to Point du Chene, Truro, Pictou and Halifax.

READ DOWN.

STATIONS.	Halifax Day Express †	Montr'l and Halifax Express †	Quebec and Montr'l Express †**	Sussex Express †	Freight. †	Freight. †
ronto (C.P.R.)....D	....	0 { 8 45	....	....	....	....
.Ottawa.......	....	16 40	....	....	....	....
Montreal.......	....	20 40	....	....	....	....
Boston.......	....	19 00	....	....	....	8 00
an (Dining Room). D	7 00	13 50	16 30	16 40	11 00	22 10
'oldbrook.......	7 08	....	....	16 48	11 25	*22 22
Brockville.......	*7 11	....	....	*16 51	*11 33	* 2 27
Torryburn.......	*7 15	....	....	*16 54	*11 40	*22 32
Riverside.......	*7 19	....	....	*16 58	*11 51	*22 38
Rothesay.......	7 23	14 06	*16 47	17 00	1 00	22 44
uispanisis.......	7 32	....	....	17 07	12 12	*22 56
odel Farm.......	*7 36	....	....	*17 11	*12 19	*23 03
uwigewauk.......	7 45	....	....	17 17	1 30	23 15
Hampton.......	7 56	14 29	17 13	17 30	12 50	23 30
Passekeag.......	8 04	....	17 21	17 40	First Class Car St. John to Hampton.	First Class Car St John to Hampton
Bloomfield.......	8 07	....	....	17 45		
.Norton.......	8 17	14 47	....	17 58		
Apohaqui.......	8 30	....	*17 47	18 14		
ssex dining....A	....	....	....	18 25		
room ....D	8 40	15 08	17 57	....		
umwceseep.......	....	....	*18 03	....		
enobsquis.......	8 56	....	*18 17	....		
nagance.......	9 17	....	*18 31	....		
etitcodiac.......	9 30	15 51	18 42	Point du Chene Accom.		
ollet River.......	*9 40	....	*18 52			
Salisbury.......	9 51	16 08	19 02			
ndary Creek.......	*9 59	....	*19 08			
cton dining..A	10 20	16 35	19 30	—		
room....D	10 25	16 40	6 50	†20 15		
umphreys.......	*10 31	....	....	*20 20		
ssee Junction..A	10 42	16 57	....	20 35	....	
ssec Junction..D	10 45	....	....	0 40	....	14 40
chester Road.......	*11 03	....	....	*20 56	....	*14 57
Shediac.......	11 18	....	....	21 20	....	15 15
Du Chene....A	11 25	....	....	21 30	....	15 25
Moncton.......	....	....	....			
ssec Junction..D	....	16 57	....			
adow Brook.......	*10 53	*17 09	....			
Calhouns.......	*10 58	*17 15	....			
mramcook.......	11 08	17 26	*7 28			
lege Bridge.......	*11 12	*17 30	*7 33			
Rockland.......	*11 18	*17 37	....			
orchester.......	11 25	16 44	7 43			
Sackville.......	11 55	18 11	8 06			
.Aulac.......	12 05	*18 20	....			
herst dining..A	12 20	....	....			
room..D	12 40	18 35	8 6			
Nappan.......	12 50	*18 45	*8 35			
Maccan.......	12 58	*18 53	*8 42			
Athol.......	13 07	*19 02	....			
pring Hill.......	13 25	19 20	9 05			
lt Springs.......	13 40	*19 33	*9 20			
ver Philip.......	13 48	....	....			
ord Junction.......	13 53	*19 46	*9 34			
Thomson.......	14 05	*19 54	*9 45			
reenville.......	14 22	*20 08	10 02			
estchester.......	14 25	....	....			
'entworth.......	14 35	....	*10 18			
Folleigh.......	14 45	....	10 35			
ndonderry.......	15 02	20 45	10 49			
ast Mines.......	15 10	....	....			
Debert.......	15 16	....	*11 00			
Belmont.......	15 23	....	....			
uro dining....A	15 40	21 20	11 30	Truro Accom.	Pictou Accom.	
room....D	15 50	21 30	11 35			
.Hilden.......	*16 00	....	....	5 10	9 30	
Brookfield.......	16 09	....	....	*5 20	*9 43	
.Alton.......	*16 20	....	....	5 29	9 53	
tewiacke.......	16 30	*21 59	....	*5 40	*10 07	
ubenacadie.......	16 40	22 06	12 10	5 50	10 19	
Milford.......	16 50	....		6 01	10 32	
Elmsdale.......	17 04	....	...	6 10	10 43	
Enfield.......	17 10	....	....	6 25	11 00	
ndy Cove.......	....	....	....	6 31	11 07	
Oakfield.......	*17 18	....	....	*6 10	*11 16	
rand Lake.......	*17 21	....	....	*6 43	*11 19	
'ellington.......	*17 25	....	....	*6 47	11 24	
sor Junction.......	17 42	22 49	12 52	7 04	11 50	
ocky Lake.......	....	....	....	*7 11	*11 58	
ily Lake.......	....	....	....	7 13	....	
Bedford.......	17 55	*22 59	*13 07	7 18	12 06	
ockingham.......	18 05	....	*13 19	7 30	12 19	
Richmond.......	....	....	....	*7 11	12 32	
.Halifax....A	18 15	22 20	13 30	7 45	12 35	

Runs Sunday but not Monday.

Connecting with Day Express from Halifax.

A Sleeping Car will be attached to the Express Train leaving St. John at 16.30 o'clock for Moncton, returning will leave Moncton for St. John on Accommodation Train at 20.00 o'clock. Seat Fare (either direction) 45 cents. Berth Fare, Moncton to St. John, with privilege of occupying car till morning, $1.00.

Through Fares from Intercolonial Railway points East of St. John to Montreal and points West are as low via Levis as via St. John and competing lines.

) Train from Ottawa, daily. 20.40 Train from Montreal, daily,

for Quebec and Montreal. Saturday nights' train runs through
n St. John to Quebec.

Provinces is along the Gulf of St. Lawrence and Baie des

way Branch Trains.

usie change cars at Dalhousie Junction. Local train leaving with Through Express Trains for Quebec and Montreal, St. pbellton for Moncton; at 18.55 with with Accommodation for

e at 1.00 o'clock connects with Through Express Train from Montreal and Quebec; at 16.15 with Accommodation from

ly at 9.15 o'clock, for Newcastle, returning leaves Newcastle for commodation trains for Moncton and Campbellton.
g Riviere du Loup at 8.50 o'clock, will run to Levis via Chaudiere run to Riviere du Loup via Chaudiere. Passengers to stations se trains.

Trains from Halifax & St John for Montreal & Quebec — READ UP. | Trains from Montreal & Quebec for St John & Halifax — READ DOWN.

Quebec and Montr'l Express	Accom.	Day Freight	Night Freight	Miles.	STATIONS.	St John & Halif'x Express	Accom	Accom	Night Freight
7 10	Canadian, European Mail via Halifax.				A......Toronto C.P......D	21 00	Allan and Dominion Line Steamers between Quebec, Rimouski and Liverpool.		
7 15					A...Toronto G.T.R....D	20 40			
12 30					A..Ottawa Can. Atl..D	18 30			
1 15					A.. " Can. Pac..D	4 05			
21 00					.... Montreal, C.P.	7 50			
22 25					D.. " G.T......	8 10			
20 00	....	....	....		.. " C.P.	14 05			
18 50	....	....	....		A.. " G T. ...	15 00			
13 10	....	....	....		....Quebec Can. Pac...	....			
11 55	....	....	....		D.....Levis G.T.R......A	....			
....	.... By	Ferry.	....	0	.........Quebec.........	‖ † By	Ferry †	†	
11 30	13 15	5 30		0	A.........Levis.........D	14 30	7 50	17 00	
....	*13 04	* 5 19	....	2	......St. Joseph.......	....	....	*17 10	
....	12 59	5 13	...	5	...Harlaka Junction....	*14 41	8 01	17 16	
*10 55	12 40	4 50	....	14	..St. Charles Junction..	*15 00	8 30	17 50	
....	*12 14	* 4 15	...	20	........St. Michel.......	....	*8 43	*18 12	
....	12 05	4 03	...	24	.........St. Valier......	....	8 51	18 25	
....	11 51	3 45	....	29	......St. Francois......	....	9 02	18 44	
....	11 43	3 33	...	32	........St. Pierre......	....	9 09	18 55	
10 18	11 30	3 15	...	37	......Montmagny.....	15 38	9 20	19 13	
....	11 07	2 51	....	44	.....Cape St. Ignace....	....	9 34	19 38	
....	*10 56	* 2 40	..	47	.....L'Anse a Gile......	....	*9 40	*19 49	
....	10 45	2 27		50	.........L'Islet.........	*16 00	9 57	20 02	
....	*10 30	* 2 12	....	54	.....Trois Saumons.....	....	*10 08	*20 17	
*9 44	10 17	1 57	..	59	....St. Jean Port Joll....	*16 15	10 17	20 33	
....	*10 03	* 1 44	....	62	......Elgin Road.......	....	*10 30	*20 46	
....	9 50	1 29	...	66	......Ste. Louise.......	....	10 42	21 01	
9 20	9 01	1 02	....	74	........Ste Anne.......	16 40	11 05	21 29	
....	8 46	24 40	...	80	.....Riviere Ouelle.....	....	11 25	21 50	
....	8 37	24 26	.....	84	..St. Philippe de Neri..	....	11 38	22 05	
8 53	8 23	24 05	....	89	......St. Paschal.......	17 07	11 57	22 26	
....	8 09	23 44		95	......Ste. Helene.......	....	12 15	22 46	
....	8 01	23 30	...	98	........St. Andre.......	....	12 26	23 00	
....	7 49	23 15	...	103	.....St. Alexandre......	....	12 42	23 15	
....	7 35	22 53	.....	109	.....Old Lake Road.....	....	13 00	23 38	
8 10	7 20	22 30	...	115	D ..Riviere du Loup.. A	17 50	13 20	24 00	
8 00	7 10	18 30	..		A Riviere du Loup D	18 00	13 40	6 15	
....	6 53	18 10	....	120	........Cacouna	....	13 54	6 40	
....	6 47	17 46	.....	122	.......St. Arsene.......	....	14 01	6 47	
7 27	6 23	17 02	......	131	.......Isle Verte.......	18 30	14 25	7 27	
....	6 10	16 39	...	135	........St. Eloie.......	....	14 37	7 45	
7 05	5 51	16 05	....	142	D Trois Pistoles..Din A	18 50	....	....	
6 50	....		..		A Trois Pistoles Rm D	19 10	14 56	8 08	
....	5 27	15 20	....	151	........St. Simon.......	....	15 20	8 40	
....	4 59	14 45	..	160	........St. Fabien.......	....	15 48	9 15	
*5 53	4 32	14 11	....	170	..........Bic..........	*20 04	16 15	9 48	
....	*4 14	*13 18	....	176	......Sacre Cœur......	....	*16 33	*10 11	
5 32	4 02	13 33	....	180	.....Rimouski.......	20 20	16 45	10 26	
....	3 49	13 17	....	185	St. Anaclet and Father Point........	....	16 58	11 43	
....	3 34	12 58	...	190	........Ste. Luce.......	....	17 13	11 02	
4 55	3 10	12 30	.	198	D ....Ste. Flavie.... A	21 00	17 35	11 30	
4 50	3 00	12 00	......		A Ste. Flavie D	21 05	17 45	12 00	
....	2 45	11 43	...	203	.......St. Octave.......	....	17 59	12 20	
*4 32	2 34	11 28	....	207	...... Little Metis......	*21 23	18 10	12 35	
....	...	11 12	.....	212	.... Kempt.......	....	....	*12 52	
....	1 57	*10 42	.....	220	........St. Moise.......	....	18 45	13 22	
....	1 35	10 15	... ...	227	.........Sayabec.......	....	19 05	13 50	
*3 38	1 15	9 52	.. ...	234	......Cedar Hall.......	*22 15	19 23	14 11	
*3 22	24 51	9 23	.....	242	........Amqui........	*22 31	19 46	14 44	
....	..	*8 55	.... .	250	.....Salmon Lake.....	....	....	*15 12	
*7 57	24 11	8 35	...	256	......Causapscal......	....	20 24	15 34	
....	...	*8 12		262	.... Pleasant Beach....	....	....	*15 58	
....	23 23	7 47	....	269	... Assametquaghan....	....	21 01	16 23	
....	22 35	7 07	....	281	......Mill Stream......	....	21 32	17 05	
*1 46	22 00	6 30	....	290	.... Metapedia.......	*24 06	22 00	17 42	
....	21 48	6 20	....	294	......Flat Lands.......	....	22 10	17 53	
....	21 33	6 01	....	298	.... Moffat's.......	....	22 22	18 10	Night Freight
1 20	21 15	5 45	....	303	D ....Campbellton..... A	24 30	22 40	18 30	
1 10	20 00	18 50	8 30		A Campbellton D	24 40	5 45	6 45	19 00
24 56	19 31	....	....	312	D..Dalhousie Junct..A	24 56	6 10	7 20	19 31
24 40	19 15	....	....	0	A...Dalhousie Junction...D	1 00	6 15	....	19 40
24 20	18 55	....	....	7	D...... Dalhousie.......A	1 20	6 35	....	20 00
....	....	....	....	...	....	....	....	....	....
24 56	19 31	18 20	7 58	312	A...Dalhousie Junc...D	24 56	6 10	7 25	19 31
....	19 20	18 07	7 41	316	......Eel River.......	....	6 21	7 41	19 45
....	19 03	17 48	7 18	322	........Charlo........	....	6 37	8 04	20 07
*24 29	18 50	17 29	6 54	328	......New Mills.......	*1 26	6 54	8 26	20 27
....	*18 35	17 06	6 32	334	....Nashe's Creek.....	....	7 11	8 51	20 48
*24 12	18 25	16 56	6 20	338	... Jacquet River	*1 44	7 20	9 06	21 00
....	18 02	16 26	5 50	316	.......Belledune.......	....	7 44	9 44	21 32
....	17 41	16 00	5 20	355	.....Petit Roche.......	....	8 05	10 13	22 00
23 17	17 10	15 20	4 12	366	...... Bathurst	2 38	8 35	11 05	22 40
....	16 57	14 52	4 25	371	..Gloucester Junction..	....	8 49	11 25	23 13
....	16 36	14 24	3 57	379	........Red Pine.......	....	9 10	11 54	23 40
....	16 10	13 49	3 21	389	.... Bartibogue.......	....	9 36	12 30	24 15
....	15 40	13 12	2 28	401	.....Beaver Brook......	....	10 06	13 12	24 52
21 45	15 15	12 30	1 55	410	.......Newcastle.......	4 05	10 45	14 10	1 40
21 51	14 41	11 15	1 22	411	.... Derby Junction.....	4 12	10 58	14 25	1 52
22 05	14 35	11 35	1 13	116	...Chatham Junction...	4 18	11 08	14 45	3 00
....	14 21	10 55	1 00	420	... Barnaby River.....	....	11 18	15 00	2 12
*21 19	13 47	10 15	24 20	432	...... Rogersville.......	*4 47	11 52	15 39	2 52
....	13 13	9 35	23 40	413	.... Kent Junction	....	12 22	16 15	3 29
20 16	12 45	9 00	23 09	452	...... .Harcourt.......	5 23	13 05	16 45	3 58
....	*12 07	8 55	*22 49	457	.......Adamsville.......	....	*13 20	17 05	*4 17
....	11 56	*8 33	22 35	461	......Coal Branch......	....	13 30	17 17	4 29
....	11 29	8 20	22 05	469	........Canaan........	....	13 52	17 46	4 57
....	10 52	7 49	21 25	481	......Berry's Mills......	....	14 23	18 26	5 36
19 45	10 30	7 05	21 00	488	..Moncton (Din. R'm)..	6 30	14 40	18 50	6 00
16 30	10 20	6 40	....	0	A...... Moncton. ......D	§7 00	†15 00	†20 00	....
19 30	7 00	....	....	577	D..St. Johns (Din. R'm)..A	10 30	18 30	24 00	....

Runs Daily. Leaves Sunday but not Saturday. Day Freight.

* Trains stop only when signalled or when there are passengers to set down.
‖ Runs through to St. John and Halifax Sundays.
§ Daily.
† Daily except Sunday.

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It is the elevator boy that gives many a man a rise in the world.

Do you play the banjo? Not when there are any people around. Why not? They will not let me.

Boy—The bookkeeper kicked me, sir. Employer—Well, I do not have time to attend to all these little details myself.

The shop of an undertaker in Candelaria, Nev., bears the following sign:—You kick the bucket. We do the rest.

A New York woman has introduced corsets for the ankles The idea! Next thing we know some person will bring out bustles for the neck.

A constant dropping will wear a rock. Keep dropping your advertisements at the public, and they will soon melt under it like rock ralt.

No, said a Philadelphia bride, I am not willing that our bridal tour should include Yellowstone Park. Yellow don't agree with my complexion.

Ah, I see you have your son with you in business. This must make it very pleasant for you. Yes. it does. There is nothing like it. He can take a few days off at any time, and the business runs along as usual.

A young gentleman wishes to know which is proper to say on leaving a young lady friend after a late call—good-night or good-evening? Never tell a lie, young man, say good-morning.

A real estate agent, whose wife had just died, commissioned a marble dealer to carve a stone with suitabie inscription. In due time he received the following: Mary—etc. Up one flight.

My name is Somerset, writes a punster. I am a miserable bachelor. I cannot marry; for how could I prevail on any young lady possessed of the slightest notion of delicacy to turn a Somerset.

What's in a name? asks Shakespeare. A great deal, William; a great deal. There is an artist in Broolyn with the significant if not appropriate appellation of A. Dauber.

Currie's Business College

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The new patented system of Actual Business Practice and Practical Book-keeping used in this institution, carried off all the medals and diplomas at the International mid-winter Exposition held in San Francisco, as being the best system of teaching business and the science of accounts now in use.

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PHYSICIANS' PRESCRIPTIONS, FAMILY RECIPES, AND HERBAL REMEDIES Accurately Prepared by

All About the Banjo

The banjo was in use long before the day of Joe Sweeney. It was principally played by the negroes and was indeed a rude and simple instrument The first one I ever saw was made in this way. A large gourd covered with a raw sheepskin served for the drum, and the strings were of horsehair, pulled from a white horse's tail. It had only four strings I am confident that Sweeney added the bass string. My father's carriage driver was a banjo player. He played two or three changeless tunes on one cord. I saw Joe Sweeney for the first time about 1842, while I was at school at Prince Edward Court House. He and his brother Sam were together. Joe led on the violin and Sam played the banjo. Both had good voices especially Sam, a rich full baritone of great sweetness and power. Even at this distant day I can recall some of the tunes they sang—"Old Dan Tucker,' "Do Johnnie Booker," "Julianna Johnson," "Oh Susanna," "The Blue Tailed Fly," "Jim Crack Corn" and "I Don't Care."

When I saw the brothers again, the character of the music was somewhat changed, and was much more sentimental and sympathetic. They rendered such pieces as "Dearest May" Rosa Lee," "Annie of the Vale," Nellie Was a Lady" and Ellen Bayne," with wonderful effect. These airs were melodious and concordant, and often brought tears to the eyes of the audience Joe Sweeney was above the medium size, and of fine proportions. He had light hair and a ruddy complexion. He had wonderful facial powers He could change his expression in a moment from grave to comic.

Sweeney as a negro delineator was inimitable. He knew the negro well, and was perfectly natural, and like Polk Miller, never overdid his work. One of his performances always excited applause. His old Virginia breakdown, a jig tune, he danced, and made his own music with his banjo hung around his neck with a string. Sweeney was entirely uneducated, but he was naturally bright, snd he often made smart local hits that brought down the house. Sweeney gave notoriety to the banjo and brougut it into popular favor. His habits were improvident, and he was the subject of many temptations. He lived a life of unselfish generosity and died in poverty. He spent his last days in the country of Appomattox. I have heard this story about him. I do not vouch for its truth:

Before he died, his mind wandering, he said to his sister: "Come here. The old banjo is out of tune, the screws are slipping, and the bridge is about to fall." These were the last words of the old fellow, who had charmed two continents with his melody and song. His brother Sam was in the cavalry service during the war. He often played for General Stuart, and the brave troopers would dance to his merry music as he sang:

"If you want a happy time, jine the cavalry."

Wanted.

A boy for office work. No whistler need apply.
I've had as much of that thing as ever I mean to try.
I've had my fill of 'Comrades, and also in its day
Have sunk beneath an onslaughs of 'Ta-ra boom-de ay.'
I've listened to the 'Bow'ry' till I thought my head would split,
To 'Huckleberry Do,' and I have had enough of it.
I've had a dose of 'Bowwow,' and of ' Little Girls in Blue,'
'After the Ball,' 'The Cat Came Back' and 'A Bicycle Built for Two.'
And, as I say, I've had enough, and now whate'er the rage is,
The boy round here who picks it up can whistle for his wages.

J. D. DENNIS & CO.,

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STEAMBOAT WHARF, YARMOUTH, N.S.

as Mr Waldo embarked in this undertaking from a desire of doing essential service to the Interest of Great Britain, and of her Colonies, rather than from any prospect of private advantage to themselves—

By Mr. Waldo's Credit & Influence in the Province : and by his Journey into divers parts of it, to encourage & facilitate the Enlistment of Men, he was enabled in a very short time not only to raise his own Regiment, but several other Companies, which were turned over to other Regiments, with whom he embarked, & arrived at the general rendezvous at Canceau (near 200 Leagues distant from Boston) on the 5th of April, and notwithstanding they were impeded, near three weeks by the Ice, with which the whole coast of Cape Breton was blocked up, the Troops were all landed on that Island, before the End of the month, when Mr. Waldo landed with the first detachment and upon the Enemies abandoning their grand Battery he being then next in rank in the field to William Pepperell, and appointed to sustain that important Post : and had the charge and care thereof, and of all the advanced works (consisting of three other Batteries) during the whole siege which continued 49 days, until the 17th June, 1745, when the strong Fortress of Louisbourg, together with the Island Battery were reduced to his Majestys Obedience—

Upon this important Conquest, and the resolution taken in a Council of War to keep Possession of the Place, Mr. Waldo instead of being able to return to his affiairs in New England, was obliged to Continue with his Regiment, in garrison at Louisbourg, uutil relieved by the British Troops, and was so long detained in that Garrison, where he lost the greater part of his Regiment by sickness, that he did not return to Boston, with the small remains of it, till 26th June, 1746, as will appear by the Address of the Honourable House of Representatives on his landing—

Of what Importance Mr. Waldo's Services were throughout this Expedition and how much his Influence contributed towards making the Troops of New England easy in doing near Twelve months Duty in garrison, after their involuntary Detention therein, will appear from what was represented on that subject by Governour Shirley, In his Letters to his Grace the Duke of Newcastle and to the Right Honourable Mr. Pelham—

Mr. Waldo in the services aforesaid was at a very great Expence in levying Men for the said Expedition, in rewarding Pioneers for carrying on the Works during the Siege, and for Refreshments & Rewards to the People employed in carrying (on their Backs) from Chappeau Rouge Bay, to the grand Battery and advanced works (being 4 Miles of very bad Roads) Powder, Shot, Shells, and Provisions: and hawling the great Artillery (party consisting of Ordnance carrying 42 Lt Shot) to and from the advanced Works for his own Support and Maintenance during the Siege: and afterwards while he continued at Louisbourg, and in transporting himself in his return to Boston—

Besides the Time, Services and Expences aforesaid bestowed on the said Expedition, Mr. Waldo by his Endeavours to serve the Public therein suffered great Losses in his private Furtune & Estate in the said Province, in having thro his zeal for the said Service, by his influence over the Inhabitants in the Eastern Parts of the Province where his Estate lay, so thinn'd that Frontier in raising Levies for the said Expedition, that the Norridgerock, Penobscott and other Tribes of Eastern Indians, taking advantage thereof, in his Absence in the year 1745, while in garrison at Louisbourg, broke the Peace which had long subsisted: killed some and drove off others of his Tennants consisting of 249 Families: destroyed his Houses, Mills, Dams, & Cattle, & ruined his settlements in those parts which at great Expence of his private Fortune, had been rais'd to be very considerable in value, and were in most flourishing Circumstances, when entirely laid waste, to his great and irreparable Loss which appears by the aforementioned Letters to the Duke of Newcastle and Mr. Pelham and a certificate from Sir William Pepperrell—

That as his Majesty's Pleasure was signified, and the proper authorities conveyed to Sir Peter Warren & Sir William Pepperell, by his Grace the Duke of Newcastle, for answering all necessary expenses, for securing said Conquest: until a regular establishment should be made, by Bills to be drawn on the Paymaster General and other Public Officers: Mr. Waldo having completed his Services as aforesaid, did not doubt he should receive his Majesty's Pay, according to the Commission he held, and that he should have been reimbursed all his necessary Expence on Pioneers, &c., according to the assurances given by Mr. Shirley at Louisbourg, and by Mr. Warren then Governor of the place: that the Officers would receive his Majestys Pay, for keeping a Garrison when their necessary Expences were greater than they would have been in any other part of his Majestys Dominions: but was disappointe therein by Sir Peter Warren & Sir William Pepperrell not drawing on the Paymaster General for that purpose, as they intended to do, had they not been prevented by suggestions of its interfering with the Demand of the Province of the Massachusetts Bay, which had paid money upon account for supporting the Place after the Conquest—

Upon the arrival of the Reinforcement from Gibraltar, the American Officers returned Home: and the Province of the Massachusetts Bay having made a Computation of the Pay of their Officers, not only for the time they were engaged in the Expedition, but also during the time of their being detained in Garrison at Louisbourg, upon the Terms of their incompetent & expired Estab-

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QUEBEC CENTRAL RAILWAY.

TIME TABLE IN EFFECT MONDAY, OCTOBER 14th, 1895.

GOING SOUTH—READ DOWN. GOING NORTH—READ UP.

No. 12 Mixed.	No. 10 Accom.	No. 8 Mixed.	No. 6 Wy.-Pt.	No. 2 Express.	Miles.	STATIONS.	No. 1 Express	No. 5 Wy.-Pt.	No. 7 Mixed.	No. 8 Accom.	No. 11 Mixed.
.....	11 00	12 30	.....	1 30		Lv...Quebec (ferry)...Ar	2 00	.....	10 30	9 30	.....
.....	11 30	1 10	.....	2 00		..... Levis	1 55	.....	10 15	9 20	.....
.....	11 50	1 43	.....	2 15	5	....Harlaka Junction....	1 43	.....	9 55	9 05	.....
.....	12 40	2 46	.....	2 26	11	...St. Henry Junction...	1 30	.....	9 35	8 50	.....
.....	12 50	3 00	.....	2 34	14	....St. Henry Village....	1 15	.....	9 15	8 30	.....
.....	1 15	3 35	.....	2 47	21	.....St. Anselme.....	1 00	.....	8 55	8 10	.....
.....	1 35	4 00	.....	3 00	26	..... St. Henedine	12 48	.....	8 30	7 50	.....
.....	1 55	4 25	.....	3 12	33	..... Scotts	12 35	.....	8 00	7 25	.....
.....	2 10	4 55	.....	3 22	37	.....St. Mary.....	12 25	.....	7 40	7 10	.....
.....	2 40	5 20	.....	3 38	43	Ar. Beauce Junction. Lv	12 10	.....	7 10	6 45	.....
.....	3 45	5 30	.....	.....	....	Lv. Beauce Junction. Ar	.....	.....	6 45	6 10	.....
.....	4 00	5 55	.....	.....	48	.....St. Joseph.....	.....	.....	6 30	5 55	.....
.....	4 25	6 30	.....	.....	58	Ar.... St. Francis Lv	.....	.....	6 00	5 30	.....
.....	.....	.....	6 50	3 40	43	Lv. Beauce Junction. Ar	12 08	5 10	.....	.....	.....
.....	.....	.....	7 45	4 10	55	..... Tring Junction	11 50	4 00	.....	.....	.....
.....	.....	.....	.....	.....	60	.....East Broughton.....	.....	.....	.....	.....	.....
.....	.....	.....	8 15	4 35	65	.....Broughton	11 23	3 30	.....	.....	.....
.....	.....	.....	8 40	4 45	71	.....Robertson	11 10	3 00	.....	.....	.....
.....	.....	.....	9 15	4 57	76	..... Thetford Mines.	10 58	2 25	.....	.....	.....
.....	.....	.....	9 45	5 07	80	..... Black Lake	10 48	2 10	.....	.....	.....
.....	.....	.....	10 33	5 22	86	..... Coleraine	10 33	1 40	.....	.....	.....
.....	.....	.....	11 05	5 35	91	.....D'Israeli.....	10 20	1 20	.....	.....	.....
.....	.....	.....	11 40	5 46	96	.....Garthby.....	10 08	12 45	.....	.....	.....
.....	.....	.....	12 15	5 56	102	.....Lake Weedon.....	9 57	12 15	.....	.....	.....
.....	.....	.....	12 40	6 08	107	....., Weedon.....	9 45	11 45	.....	.....	.....
.....	.....	.....	1 15	6 28	116	.....Marbleton.....	9 24	11 15	.....	.....	.....
.....	.....	.....	1 25	6 32	118	..... Dudswell	9 18	11 00	.....	.....	.....
.....	.....	.....	.....	6 35	119	Ar... Dudswell Jct. ..Lv	9 15	10 40	.....	.....	.....
.....	.....	.....	1 40	6 55	119	Lv... Dudswell Jct. ..Ar	9 00	.....	.....	.....	.....
.....	.....	.....	2 15	7 15	127	.....East Angus.....	8 40	9 30	.....	.....	.....
.....	.....	.....	2 40	7 28	133	... . Ascot	8 25	9 05	.....	.....	.....
.....	.....	.....	3 10	7 47	142	.....Newington	.....	8 30	.....	.....	.....
.....	.....	.....	3 15	7 50	143	Ar.... Sherbrooke Lv	8 00	8 10	.....	.....	.....
						MEGANTIC DIVISION.					
4 15	.....	.....	.....	Connect at Tring Junct. arrives at Megantic 8.15 p.m.	55	Lv.. Tring Junction ..Ar	.....	.....	.....	.....	11 15
4 40	.....	.....	.....		66	..... St. Victor.....	.....	.....	.....	.....	10 35
5 05	.....	.....	.....		72	..... St. Ephrem	.....	.....	.....	.....	10 10
5 45	.....	.....	.....		79	..... St. Evariste	.....	.....	.....	.....	9 40
6 25	.....	.....	.....		87	..... Lambton	.....	.....	.....	.....	9 90
7 00	.....	.....	.....		96	..... St.-Sebastian	.....	.....	.....	.....	8 20
7 45	.....	.....	.....		105	..... St. Cecile	.....	.....	.....	.....	7 45
8 15	.....	.....	.....		115	Ar..... Megantic Lv	Con. at Tring Jct. with Train leaving Megantic 7 15 a.m.	.....	.....	.....	7 15
3 10	.....	.....	.....	3 10	....	Lv.... Megantic .....Ar	2 25	.....	.....	.....	.....
1 40	.....	.....	.....	1 40	....	Ar...St. John, N.B....Lv	4 00	.....	.....	.....	....
11 20	.....	.....	.....	11 20	....	Ar....Halifax, N.S. ..Lv	6 50	.....	.....	.....	.....
.....	.....	.....	.....	8 30	....	Lv.... Sherbrooke ....Ar	7 20	.....	.....	.....	.....
.....	.....	.....	.....	10 15	....	Ar....Newport, Vt... Lv	5 30	.....	.....	.....	.....
.....	.....	.....	.....	8 12	....	Ar....Boston, Mass...Lv	8 00	.....	.....	.....	.....
.....	.....	.....	.....	11 33	....	Ar.....New York.....Lv	4 00	.....	.....	.....	.....
.....	.....	.....	9 15	7 50	....	Lv..Duds'll Jct via..Ar	5 00	5 35	.....	.....	.....
.....	.....	.....	8 10	8 25	....	Ar..Portland .. Dud.Lv	5 55	8 45	.....	.....	.....
.....	.....	.....		12 49	....	Ar..Boston .... Jct.. Lv	1 00	.....	.....	.....	.....

NOTE.—The Heavy figures denote P.M. All Trains run daily, Sundays excepted.

Nova Scotia Central Railway

THE SHORT ROUTE via MIDDLETON TO BRIDGEWATER AND LUNENBURG.

READ DOWN. —	Mon., Wed., Thurs. & Sat.	Daily (Sunday except.)	Miles.	STATIONS. Trains run on Eastern Standard Time.	Miles.	READ UP. Daily (Sunday except.)	Mon., Wed., Thurs. & Sat.	—
....	P.M.	A.M. 7 00	0	Lve. Lunenburg .... Arr.	74	5 40	A.M. 10 30	....
....	2 00	7 17	7	" Mahone .. .. "	67	5 23	10 10	....
....	2 20	....	9	" *Blockhouse .. "	65	..	...	....
....	...	7 50	18	Arr. } Bridgewater .... { Lve.	56	4 50	9 30	....
....	3 00	8 00		Lve. } { Arr.		4 45		....
....		....	27	" *Northfield .... "	47	.		...
....		8 35	29	" Riversdale..... "	45	4 10		....
...		8 50	34	" New Germany .... .. "	40	3 55		...
....		9 19	41	" Cherryfield .. .... "	33	3 35		....
....		9 23	45	" Springfield .... "	29	3 22		....
....		....	52	" *Dalhousie..... "	22	...		....
....		10 15	62	" *Albany ..... "	12	2 30		....
....		10 20	64	" Alpena ..... "	10	2 25		....
....		...	68	" *Cleveland ..... "	6	..		....
....		10 38	70	" Nictaux .... "	4	2 07		....
....		10 50	74	Arr. Middleton..... Lve.	0	1 55		....
		A.M.				P.M.		

Trains run on Eastern Standard Time.

*Indicates that trains stop only when signalled, or to set down passengers.

Cumberland Railway

CONNECTS WITH THE EVANGELINE NAVIGATION CO. FOR KINGSPORT.

READ DOWN. Daily (Sunday except.)	Daily (Sunday except.)	Daily (Sunday except.)	Miles.	STATIONS. Trains Run on Eastern Standard Time.	Miles.	READ UP. Daily (Sunday except.)	Daily (Sunday except.)
A.M.	A.M.	P.M.				P.M.	P.M.
....	8 30	....	0	Lve. Parrsboro .....Arr.	32	3 30	....
....	8 45	....	4	" *Lakeland ..... "	28	3 15	....
....	9 00	....	10	" Newville ..... "	22	3 00	....
....	9 10	....	13	" Westbrook ..... "	19	2 50	....
....	9 20	....	16	" Southampton ..... "	16	2 40	....
....	9 35	....	19	" { *East Southampton and Mapleton .... } "	13	2 25	....
....	10 05	....	27	Arr. } Springhill Mines. { Arr.	5	1 55	...
6 00	10 30	4 35		Lve. } { Lve.		1 40	7 35
6 15	10 45	4 50	32	Arr. Springhill Junction...Lve.	0	1 25	7 20
A.M.	A.M.	P.M.				P.M.	P.M.

NOTE.—On arrival of Morning Express from Montreal, via Quebec, a train conveying passengers will run from Springhill Junct. to Springhill Mines.

* At Stations marked with a * Trains stop only when signalled or when there are passengers to set down.

☞ At SPRINGHILL JUNCTION connection is made with the Express Trains of the Intercolonial Railway for PRINCE EDWARD ISLAND via Point du Chene to Summerside, or via Pictou to Charlottetown; and for CAPE BRETON via Mulgrave to the Bras d'Or Lakes.

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Have long been found the world over They are RELIABLE TIME-KEEPERS that never go back on you.

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Sydney & Louisbourg Ry.

TIME TABLE.

Trains will run Daily as follows, Sundays excepted.

Stations.	Express.	Accom.	Express.	Express.
Louisbourg	7 00*		3 45†	Saturday only.
Catalone	7 12		3 57	
Mira	7 20		4 05	
Milton	7 27		4 12	
Morien	7 45		4 30	
Glace Bay	8 03	1 00†	4 48	7 00†
Bridgeport	8 08	1 10	4 53	7 08
Dominion.....	8 14	1 20	4 59	7 13
Gardiner	8 20	1 27	5 05	7 20
Sydney	8 40	1 55	5 25	7 45
Sydney	9 00*	2 30†	5 40†	9 40†
Gardiner	9 20	3 00	6 00	10 10
Dominion.....	9 26	3 12	6 06	10 18
Bridgeport	9 31	3 22	6 11	10 27
Glace Bay	9 37	3 30	6 18	10 35
Morien	10 00		6 40	
Milton	10 18		6 58	
Mira	10 25		7 05	
Catalone	10 33		7 13	
Louisbourg	10 45		7 25	

*A.M. †P.M.

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Old Mr. Gruff (to his daughter)—H'm! It was after twelve o'clock last night when Young Dawdle went home.

Miss Gruff—I know it, papa; but he's right on the point of proposing. With his fifteen thousand a year I'll get good pay for the overtime I'm working.

lishment offered and paid money to Individuals upon such computation, which the pressing necessities of most of the Officers obliged them to accept of; and the said province having in this manner closed their account, transmitted it to England, as the Foundation in their Claim in an Application to Parliament for a Reimbursement, wherein they made no charge in regard to Mr. Waldo, either for Pay during their temporary Establishment, or that he had so dearly earned during his Detention upon the Absolute necessity of continuing in Garrison for security of the place, till relieved by his Majestys Troops; so that he remained without pay as an Officer, without reimbursements of his Expence, or or any recompence for his Losses: but not doubting but he should be considered favourably on these several Heads, when he should his humble Application to His Majesty for that purpose which he was upon the point of doing—

When he was again called upon in consequence of his Majestys Commands, signified by Letters from his Grace the Duke of Newcastle, in April 1746, to take part on the then intended Expedition against Canada, which affored him a probable prospect of of obtaining Rank in his Majestys Army, as he had the Command of a Regiment again conferr'd upon him, and afterwards upon the refusal of Mr. Gooch to take upon him the Command of this Expedition (whom his Majesty has been pleased on this Occasion to promote to the Rank of a Brigadiar General) Mr. Waldo was at the Desire and with the approbation of Mr. Gooch, Governour Clinton and Admiral Warren, appointed to Command in Chief, with the Title of Brigadiar General: and in that Quality he held himself in readiness for the Execution of the intended design, and continued to Act, till that Expedition being laid aside, and the Officers dismissed, he was again left unprovided in point of Rank or by half pay—

Mr. Waldo takes Leave to Observe that while the principal Persons, who claimed Merit from the reduction of Cape Breton, received Marks of his Majesty's Royal Favour, particularly Govr. Shirley and Mr. Pepperrell (created a Baronet) & Sir Peter Warren & Sir William Pepperrell having each received One thousand Pounds to defray their extraordinary Expence during their Residence at Louisbourg: while every Officer received some Pay or Consideration for his Services Mr. Waldo who raised 850 Men, for the Expedition and continued second in Command in the Garrison, till relieved by the British Troops, being by that means 508 Days in the Service, has not the Honour of holding any Employment under his Majesty, has received no pay from the province or Consideration or reward in any manner whatever—

But relying on his Majestys known Justice and being assured of Redress from his royal favour and Goodness, Mr. Waldo most humbly hopes his Services, with the Estimate of his Expences contained in the Schedule hereunto annexed, will be taken into Consideration, and that his Majesty will be graciously pleased to direct the Allowance of Pay agreeable to the purport of his Commission, with reasonable compensation for his Expences and Losses: and to provide for him on the military Establishment or afford him such other relief as to his Majesty in his great Wisdom and goodness may seem meet—"

Gen. Waldo met his death 23 May, 1759, near Bangor, while on an Expedition of this nature.

The following is from the *Boston News Letter*:

On Wednesday the 23rd Instant the Honorable Brigadier General Waldo, who went with his Excellency in his late expedition to Penobscot, drop't down with an Appoplexy on the March just above the first Falls; and notwithstanding all the Assistance that could be given, expired in a few Moments. His Excellency had the Corps brought down with him to the Fort Point, where it was interred in a Vault built for the purpose on Friday, with all the Honours due to so faithful a Servant of the Public, and so good a Commonwealth's Man as the Brigadier has ever shown himself to be.—Upon landing the Corps. it was received by a guard, and when Procession began the Ship *King George* fired Half-minute Guns 'til it arrived at the place of Interment:—The Procession was led by an Officer's Guard, next to which the Minister, then the Corps carried by the Bargemen of the *King George*, and the Pall was supported by the principal Officers: The Governor followed as chief Mourner, then the Officers of the Troops and the Master Artificers, employed in building the Fort, two and two; and the whole closed with a Captin's Guard: Upon Coming to the Ground, the Troops under Arms form'd a Circle. Divine service was performed, and a Sermon suitable to the awful Occasion preached by the Reverend Mr. *Phillips*: And upon the Interment of the Corps, the Guards fired three Volleys over the Grave.

WALTER KENDALL WATKINS.
BOSTON.

Storekeeper—A 16 inch collar to a 14-inch shirt! What are the extra two inches for? Customer—A boil, and do not forget it.

He—I thought the bride and groom were going to start right off on their wedding trip, instead of waiting.

She—They were. But she had to change her wedding dress for a travelling gown, and they didn't get started until the next day.

Squildig—I have a suggestion to make in regard to the political fence. McSwilligan—Well? Squildig—The suggestion is that it be built of barbed wire. There is too much sitting on it now.

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Dealers in Sand-cut, Embossed, Bent and Bevelled Glass, Mirror Plates, etc. Plain and Artistic Painters, Importer of Wall Paper and Decorations.
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The late Francis Parkman, the historian, had the Mosaic idea of justice—an eye for an eye, a tooth for a tooth. A friend met him one day walking, along the street, leading a street boy with either hand. What in the world are you doing, Parkman? asked his friend. I found that Jonhny here had eaten all of the apple instead of dividing it with his little brother. I am going to buy another for the younger boy and make Johnny watch him while he eats it.

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He Learned Something.

"Excuse me," said the little man with the pointed chin whishers to the man reading a paper in the seat across the aisle, "but I've been suffering with toothache for the last hour.

"Yes, I suspected it," was the reply.

"And I didn't know, seeing you are a drummer but that you might have something in your grip to alleviate the infernal nuisance."

"Yes, I may have Let's see. I have peppermint essence, laudanum, Jamaica ginger, painkiller, ammonia, alcohol and"—

"I'll try the painkiller, if you'll be so kind."

"Yes. Wait a minute, please."

The man of the grip opened it and took out pencil and paper and wrote a few lines and passed the paper over, with the remark:

"Sign that please. It is simply a statement that you will not hold me or my heirs financially responsible in case anything happens to you through my remedies."

"Rather odd document, that," said the man behind him as the chap with the toothache sat down to dose his tooth. "Well, maybe," replied the drummer, "but its only a matter of prudence, after all. Three years ago down at Medina a stranger came to me on the depot platform suffering w th the toothache. It was at night, and I had no remedies handy. I suggested that I tie a string around the aching tooth and pull it out, and after a little he consented."

"And what?"

"I got a piece of fishline around that tooth, got a firm hold of the string aud then told him to jump off the platform. Oh! That was a sad night for me."

"Did the tooth come ?"

"No."

"Did the string break?"

'No. I braced myself for the shock, aud he jumped, and the next thing I knew I held his head on tne end of that string."

"You don't mean that it pulled his head off?'

"I certainly do, sir. Yes pulled head right off and left it dangling on the string. It was no affair of mine, but got a doctor and the coroner and rode in the front hack at his funeral and used up hearly a week of my valuable time. And how was I rewarded ?"

"How? Why his relatives ought to be eternally grateful to you.

"Y-e-s, I know, but 1 don't think they will be. His wife sued me for $20,000 damages for holding the string, and after two years of lawing it I settled with her for $9,000. That was the sort of gratitude I met with!"

"Great Scott, but you don't mean it?" gasped the man. "Why, that was an outrage worthy of the days of Nero."

"Yes but I had to submit. It won't happen again, however. I'm willing to help a sufferer, but he must absolve me from all legai respon sibility. I am now about to take a nip of brandy. If you will sign a paper that you took it of your own free will, and that neither you nor your heirs will hold me"—

"Thank you, but I don't care for brandy. Jewhitter—gee, but it wasn't four hours ago that I advised a man to touch up his liver with old rum, cayenne pepper and vinegar. 'Sposen it knocks the socks off'n him! Say, please excuse me won't you? We are just coming to Grafton, and I'll drop off and telegraph him to let his liver go to blazes and consult a regular doctor. I've learned something, I have, and I'll make that telegram so hot it 'll set fire to half the poles on the way!"—Detroit Free Press.

The Irish Schoolmaster

In the days when teachers were few and far between an old fashioned Irish schoolmaster went the rounds from district to district. Of him many stories are still told in the regions through which he travelled. He did an excellent work on the 'three R's' many men who afterwards became prominent in public life, but this broad Irish accent was the occasion of many laughable scenes between him and his pupils.

On one occasion the master examined his school from the spelling book before the committemen. He always called the boys by their last names, pronouncing their Christian names last, as in roll call.

'Brown, Payter?' the master shouted.

Peter Brown stepped forth tremblingly.

'Phat is the pleyral of the wurrud 'fut'?'

Peter had no knowledge of any such word as 'fut,' but he answered at random :

'Futs !'

'Wrong ye aire !' thundered the master. 'The plyural of 'fut' is fate. Sit down. Bill, Jeems, shtand opp !'

James Bell rose.

'Diffoine the wnrrud 'lake."

'A lake is a large body of water.'

'Blockheads ye all aire the day ! shouted the master angrily. 'Shure, then wuddent yer own sinse tell ye that a 'lake' is a hole in a booket o' wather' Nixt b'y Dooley, Moichael !'

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TAMPA BAY HOTEL, TAMPA, FLORIDA.
Open December to April.

The tide of travel to the winter resorts has been steadily attracted to the mild and equable climate of the Gulf Coast. Just in from the broad waters of the Gulf, on the banks of the Hillsborough River, by a royal grove of giant live oaks, approached by avenues of orange trees and palms, has been erected the grandest structure that was ever designed for the purpose of a Winter resort—Tampa Bay Hotel—over 1200 feet long, with walls of brick and beams of steel, arched with concrete and floored with tiles, proof against any fire: massive, yet light and graceful in its perfect Moorish architecture; with colonnades, porches and balconies looking out through 100 beautiful arches upon as many pictures; minarets, domes and pinnacles, rising 150 feet above the lawns that gently slope away in front and fall, with green terraces, to the water's edge. Sheltered promenades among the towers that overlook a park of 150 acres of groves, avenues, gardens, fountains, bridges and waterways; with mineral springs of famous qualities; floats and pavilion for boats and launches; drives, walks, and bathing beaches, and the town beyond, and the coming and going trains. With parlor and music, and dining halls, rich in every appointment; apartments *en suite*, with every comfort of a private mansion; baths, electric lights, and luxury everywhere, the whole interior being fitted with the very latest improvements that science and art can contribute, while the decorations, furniture and effects are prepared with the broadest range of diversity that good taste and judgment can dictate; a veritable palace and home.

THE SEMINOLE, WINTER PARK, FLORIDA.
Open December to April.

The first of the hotels owned and operated by the Plant System that attracts the attention of the tourist and gives him an opportunity to break his journey is at Winter Park, and bears the beautiful Indian name "Seminole," in remembrance of the tribe of noble Reds that once roamed this country, and one of whose decendants occasionally come to the front to see how magnificently the palefaces have descreated their hunting grounds.

WINTER PARK is in the midst of the lake region, and yet has an altitude of over a hundred feet above tide water, and possesses the advantage of excellent drainage. There are lakes and lakes everywhere, not some miles away and out of sight, but in front of the hotel and behind it, to the left and to the right—delightful little lakes of clear, fresh water, abounding in fish. Yet, withal, the air is fine and dry, and there is no more delightful location in the world than at Winter Park and no more cosy, pleasant place to live than at the Seminole. It is a hotel of modern construction, with every device for the comfort and convenience of the four hundred guests which it can easily accommodate. It is thoroughly complete in all its appointments. Electric lighted throughout.

THE INN, PORT TAMPA, FLORIDA.
Open All the Year.

Nine miles beyond the Tampa Bay Hotel, at Tampa, is Port Tampa, the southern deep water terminus of the Plant System, which with the rapid development of trade with South America and the West India Islands, and the export trade of phosphate to Europe, has become a centre of great activity. Long ago the management of the system recognized the necessity of a first-class house at this point. The Inn was built on the pier over the water, a mile from shore, and it soon attracted the tourist. Whether en route to Cuba or not, come to the Inn and fish, take a sail on the bay and enjoy the sea air. The Inn is a beautiful Queen Anne, cottage and by the tourist is called the "gem." The surrounding waters teem with fish, while ducks, pelicans and gulls circle overhead. Facilities for boating and bathing are adequate.

FLORIDA.

If you want to know all about the climate, and how to get there. Write for full information to offices of the Plant System.

Minister—Those wicked boys were playing ball again in Jones lot as I came from church.

Minister's wife—Didn't you stop to reprove them?

Minister—Yes, but it didn't have any effect. Young Cowles made a daisy three-bag hit and let in three runs, and the crowd didn't have any use for me.

Smith—I was sorry to hear, Brown, that you have failed in business.

Brown—Yes I struggled hard, I lost everything, save my honor, thank God, and the property I was wise enough to settle upon my wife when I found myself getting into trouble.

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A youth to fortune and to fame unknown sent Dumas the manuscript of a new play, asking the great dramatist to become his collaborator. Dumas was for a moment petrified; then he seized his pen and replied: How dare you, sir, prepose to yoke together a horse and an ass? The author by return of post wrote: How dare you, sir, call me a horse? Dumas, by next mail: Send me your play, my friend.

Intercolonial Railway Connections.

Trains leaving Halifax at 18 40 o'clock and St. John at 22.10 o'clock arrive at Levis, Quebec, at 16 00 o'clock and Montreal at 22.00 o'clock, and Ottawa at 13.15 o'clock next day and Toronto at 7.15 o clock following morning, where close connections are also made for all Western Canada and United States points.

Train leaving Halifax at 6.50 arrives at St. John at 15.50, runs through to Montreal arriving there at 8.20 next morning, Ottawa at 13.30, Toronto at 19 25 same evening. This train leaving Halifax on Saturday runs through.

Connection is also made at Quebec (by ferry) with Canadian Pacific Railway for Montreal, Ottawa, Toronto and all C. P. Railway and U. S. Western points.

Express train from Montreal and Levis (Quebec), Saturdays, for Halifax and St. John, and Express trains from Halifax and St. John for Levis, (Quebec), and Montreal, Saturdays will run to destination Sunday.

Passengers for Pictou and the East will leave Halifax at 7.20 by Through Express train, and change cars at Truro.

Express train from Pictou at 17.50 o'clock connects at Truro with Express for Halifax at 20.30 and with Express for St. John and Quebec at 20.40.

The 5 50 Accommodation train from Pictou connects at Truro with Express trains for St. John and Halifax.

At Windsor Junction with trains of the Dominion Atlantic Railway for Windsor, Wolfville, Kentville, Annapolis and Yarmouth.

At Sydney with the Sydney and Louisbourg Railway.

At Ferrona Junction with trains of the New Glasgow Iron, Coal, and Railway Company for Springville, Bridgeville, St. Paul and Sunny Brea.

Trains of the Cumberland Railway Company connect at Spring Hill Junction, to and from Parrsboro, with day express trains to and from Halifax and St. John.

At Maccan trains of the Joggins Railway connect with day express trains from St. John and Halifax.

At Sackville day express train leaving St. John at 7.00 connects with N. B. & P. E. Island Railway for Cape Tormentine.

Connections are made at Painsec to and from Point du Chene and Shediac with through day express trains leaving Halifax at 6.50 and 7.20, and St. John at 7.00, to and from St. John and Halifax.

Trains of the Salisbury and Harvey Railway connect at Salisbury.

Trains of the Elgin and Havelock Branch Railway connect at Petitcodiac.

At Hampton and Norton with Central Railway of New Brunswick.

A free colonist sleeper for St. John is on the train leaving Moncton at 20.00 o'clock, and passengers have the privilege of occupying this car over night.

At St. John station with trains of the Canadian Pacific Railway for Fredcricton, Woodstock, Houlton, St. Andrews, St. Stephen, Montreal, Ottawa, Toronto, and all Western Canada and United States Points; also with "New England All-Rail Line" for Bangor, Portland, Boston and New York.

Trains of the Kent Northern Railway connect at Kent Junction with Accommodation trains leaving Campbellton at 5.45 and Moncton at 10.30.

At Chatham Junction with trains of the Canada Eastern Railway for Chatham and Fredcricton.

At Gloucester Junction with the Caraquet Railway.

At Rivicre du Loup with trains of the Temisconata Railway.

At Levis day express from Halifax connects with trains of the Quebec Central Railway for Sherbrooke and Boston.

Time of, and connections with, foreign lines not guaranteed.

PRINCE EDWARD ISLAND.

Day express leaving Halifax at 7.20 o'clock, connects at Truro at 9.45 with local express for Pictou, where connection is made daily (Sundays excepted) with steamers of the Charlottetown Steam Navigation Company for Charlottetown.

Day express leaving St. John at 7.00 o'clock connects at Painsec Junction with train for Point du Chene, where connection is made daily (Sundays excepted) with steamers of the Charlottetown Steam Navigation Company to and from Summerside and Charlottetown and all P. E. I. Railway points.

Connections are made at Painsec Junction to and from Point du Chene and Shediac with through day express trains to and from St. John and Halifax, leaving St. John at 7.00 o'clock and Halifax at 6.50 and 7.20.

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Passengers leaving Sydney at 4.00 o'clock arrive in Halifax at 18.15 and in St. John 24.00 same evening, connecting at St. John with trains of the "All Rail Line," and with Intercolonial steamers for Boston and all points in eastern United States New York, etc.

[illegible] navigation, weather permitting) with steamer Rimouski, on Mondays and Fridays for Arichat and Canso, Tuesdays and Thursdays for Port Hood, Wednesdays and Saturdays for Guysboro.

At Antigonish, stage from Sherbrooke connects daily with express trains to and from New Glasgow and Halifax.

At Heatherton, stage from Guysboro connects daily with express trains to and from New Glasgow and Halifax.

At Hastings, stage connects daily with ferry steamer to and from Port Hood and Mabou.

At Grand Narrows steamer to and from Baddeck connects with express train morning and evening daily (Sundays excepted).

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Sleeping cars leave Halifax and Montreal daily (Sundays excepted), and run through between these points via Levis without change. Passengers from St. John for Quebec and Montreal take sleeping car at Moncton. Saturday trains leaving Halifax, St. John and Montreal run through via Levis to destination on Sunday, arriving in Halifax at 13.30, St. John at 10.30 and Montreal at 19.00.

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The maid: Zee market vooman eez below, and zays zat after this eggs vill be thirty-six cents von dezen. Madam: Preposterous! Three cents for one egg. The maid: Pardon; mais madam must considaire zet ee cez a day's vurk for zee hen.

I have been on this road ten years, said the conductor on a southern railroad to a passenger who complained of the slow time, and I know what I'm talking about. Ten years, eh? said the passenger; what station did you get on at?

A gentleman in Washington asked a friend who had fought all through the war, if he had ever killed a man that he positively knew of. Yes, said he, remorsefully, one. At Bull Run I ran at the first fire. A rebel chased me for ten miles, and was then so exhausted that he dropped dead.

On discovering a Chinaman In his bedroom at a hotel in Shanghai an American newspaper correspondent remarked: Hello! What ting? What fashion man you b'long? What side you come? To which the Chinaman replied: This is Mr. Ralph, I presume We have mutual friends who suggested my calling on you. Oh! that's all right. I spent eight years at school in Norwich, Ct.

Ah! said Mr Ralph, partially recovering his presence of mind, very well, very well.

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MOOSE AND CARIBOU.

Close season from January 15th to September 15th. Penalty for hunting in close season $50 to $200.

No person shall kill more than two moose and four caribou. Penalty $50 to $200.

Meat must be taken from the woods within ten days from time of killing. Penalty $50 to $200.

No person shall have in possession any green hide or fresh meat, whether killed in Nova Scotia or elsewhere, between January 25th and September 14th. Penalty $20 to $50.

No person shall set any snare or trap for moose or carihou. Possession of a snare is presumptive evidence of intention to break the law. Penalty $50 to $100.

No person shall hunt or kill moose or caribou with dogs. Penalty $50 to $100. All dogs hunting moose may be destroyed by any person.

No person shall for ten years hunt or kill American elk or red deer. Penalty $50 to $100.

No person shall for three years hunt or kill any cow moose. Penalty $100 to $200.

BIRDS.

Close season for partridge, woodcock, grouse, snipe, teal, from December 1st to September 15th. For blue winged duck, from April 1st to September 15th.

No person shall have any such birds in possession in close season, whether killed in Nova Scotia or elsewhere.

No person shall kill woodcock between sunset and sunrise.

Penalty for shooting or having in possession in close season, or killing after sunset, $5 to $10 for each bird.

PHEASANTS, ETC.

It is unlawful to hunt, kill, or have in possession any pheasant, blackcock, capercailzie or ptarmigan.

RABBITS, HARES.

Close season from March 1st to September 1st.

No person shall have them in possession from March 5th to September 1st.

No snares shall be set for rabbits or hares in close season.

Clear space of 100 feet must be left between each hedge and the nearest hedge. All snares or hedges unlawfully set may be destroyed. Penalty for each offence $2.

OTTER AND BEAVER.

Close season for three years, namely from May 1st, 1894, to May 1st, 1897.

MINK.

Close season from March 1st to November 1st.

OTHER FUR-BEARING ANIMALS.

Close season for all other fur-bearing animals, except bear, wolf, loupcervier, wildcat, skunk, musquash, raccoon, and fox, from April 1st to November 1st.

LICENSES.

No person not domiciled in Nova Scotia shall hunt without license.

License fee for birds, hares, and rabbits, $10; for all other game, $30.

Licenses may be had at Provincial Secretary's office, Halifax, from all clerks of counties, and from the agents of the Game Society in various parts of the Province.

License fee for officers of army and navy on this station, $5. Such officers who are members of Game Society are not required to take any license.

Penalty for hunting without license, $50 to $100, in addition to the license fee.

The hunter, guide, or companion of any such person hunting without license is liable to the same fine as the person himself.

Note.—Whenever a fine is imposed by the game laws, the person fined is liable to imprisonment if the fine is not paid; and judgment may be recovered in the county courts for amount of fine and costs, and may be recorded, so as to bind the lands of the defendant.

EXPORT OF HIDES, ETC.

Unlawful to export Moose or Caribou hides from Nova Scotia. Any hides attempted to be exported shall be forfeited. Penalty—$5 for each hide. Unlawful to export Partridge or Woodcock. Penalty—$20.

FISH.

Salmon.—Close season from August 15th to March 1st, except that Salmon may be fished for with the fly alone from February 1st to August 15th. From low water nearest 6 o'clock p. m. of every Saturday to low water nearest 6 a. m. of every Monday, no one shall fish for Salmon in non-tidal waters. The use of nets is prohibited in non-tidal waters.

In non-tidal waters frequented by Salmon, no one shall fish for any kind of fish between 9 o'clock p. m. of every Saturday and 6 o'clock a. m. of the following Monday. Drifting and dipping for Salmon is prohibited. Penalty for breach of foregoing provisions, $20 for each offence.

Trout, etc.—Unlawful to fish for or to have in possession any Speckled Trout (*salvelinus fontinalis*), Lake Trout, or land-locked Salmon, between 1st October and 1st April.

Unlawful to fish for Trout by any other means than angling with hook and line. Penalty for breach of foregoing provisions, $20 for each offence.

Explosives.—The use of explosives to kill any kind of fish is prohibited under a penalty of $20.

Bass.—Close season from 1st March to 1st October, except that Bass may be fished for at all times by angling with hook and line. Bass should not be fished for by any net having meshes of a less size than 6 inches, extension measure, nor by means of scines. Penalty, $20.

Shad and Gaspereaux.—Close season for Shad and Gaspereaux shall be from sunset on Friday evening to sunrise on Monday morning in each week. Penalty, $20.

By a late amendment to the Game Laws, agents of the Society are appointed in various places in the Province, where non-residents are likely to arrive, for the purpose of selling licenses, and of generally carrying out the law.

GEORGE PIERS,
Secretary Game Society

Halifax, July 25th, 1894.

HACKNEY CARRIAGE FARES.

The following is the lawful charge for carriage hire at Halifax:—

For each person for any distance up to a mile, 25c.; 1½ miles, 30c.; 2 miles, 40c.; 2½ miles, 45c.; 3 miles, 50c. Half rates to be paid if returning in the same carriage; for every 15 minutes after the first fifteen, 15 cents extra is allowed.

If you desire to hire a carriage by the hour you must state so at the time. The charges are: For a one-horse carriage, 75c. per hour; for a two-horse carriage, $1.00. Every fraction of an hour in like proportion.

To or from any steamer, to or from any hotel or dwelling house to any stage office, railway station or other place (with half cwt. luggage), 50c. Every additional half cwt. luggage 10c additional. And in a like proportion for other distances and additional luggage.

Children under one year ride free; over one year and under twelve, half fare.

For employment during the night, between twelve midnight and six a. m. during the summer, the fare must be agreed on, not however to exceed double fare.

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Second class includes sleeping accommodation on steamer and 2nd class on Interc. Ry. Holders of 2nd class tickets cannot purchase staterooms.

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Antigonish	10 50	8 60	17 65
Atbol	8 85	7 00	14 65
Belmont	8 85	7 00	14 65
Bridgewater	9 50	....	17 50
Brookfield	8 60	7 00	14 45
Debert	8 85	7 00	14 65
Elmsdale	7 90		13 35
Glengarry	9 25	7 60	15 75
Greenville	8 85	7 00	14 65
Grand Narrows	12 40	9 80	19 75
HALIFAX	7 00		12 00
Harbour au Bouche	11 35	8 80	18 75
Heatherton	10 85	8 80	18 20
Hopewell	9 25	7 70	15 75
Leitche's Creek	12 50	10 20	19 75
Londonderry	8 85	7 00	14 65
Lunenburg	9 50	....	17 50
Maccan	8 85	7 00	14 65
Merigonish	9 65	8 65	16 40
Mulgrave	11 50	8 80	18 75
McIntyre's Lake	11 80	9 05	19 05
New Glasgow	9 25	7 75	14 80
North Sydney	12 50	10 10	18 75
Orangedale	12 10	9 50	18 50
Oxford	8 95	7 05	14 80
Pictou	9 25	7 75	15 75
River Denys	12 00	9 30	19 70
River John	9 25	7 75	15 75
Riversdale	9 25	7 25	15 25
Shubenacadie	8 20	7 00	13 80
Stellarton	9 25	7 75	15 75
Springhill	8 85	7 00	14 65
Stewiacke	8 35	7 00	14 65
Sydney	12 00	10 20	19 75
Tatamagouche	9 25	7 00	15 75
Tracadie	11 10	8 80	18 55
Truro	8 85	7 09	14 65
Thomson	8 85	7 00	14 65
Wentworth	8 85	7 00	14 65
West Bay Road	12 00	9 20	19 40
West River	9 25	7 40	15 60
Westchester	8 85	7 00	14 65
Westville	9 25	7 75	15 75
Wallace	9 25	7 45	15 70

Through tickets to Boston, Gloucester and New York for sale at stations of Intercolonial Railway and Prince Edward Island Railway. Through tickets and baggage checked to all poihts in the United States and Canada by all railway and steamship lines beyond Boston, at Steamship Office, Plant Wharf, Halifax.

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Boston, Mass., A. P. Lane, 207 Washington st.; H. Gaze & Son, 261 Washington st.; T. Cook & Son, 332 Washington st.; Raymond & Whitcomb, 296 Washington street; L. H. Palmer. Old State House.
Baltimore, Md., J. B. Andrews. 205 East German street.
Bridgeport, Conn., L. H. Lyon, Franklin Block.
Brockton, Mass., Oscar Calkins, 106 Main street; A. B. Butnam.
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Concord, N.H., W. J. Drew, Main street.
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Fitchburg, Mass., F. C. Currier, 145 Main st.
Gardiner, Mass., G. Perry, Agent Fitchburg Railroad.
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Tickets can also be obtained from all agents of the Intercolonial Railway in Nova Scotia and Cape Breton; the agent of the Coastal Steam Packet Company at Bridgewater, N. S.; the agent of the Lunenburg and Halifax Steam Packet Company at Lunenburg.

For rates, folders, and further information write Richardson & Barnard, agents, 20 Atlantic avenue, Boston; A. P. Lane, N. E. agent, 207 Washington street, Boston, or to H. L. Chipman, Canadian agent, Plant wharf, Halifax.

Distance from Boston to Halifax.

Lewis Wharf to Boston Light,	8
Boston Light to Cape Ann,	17
Cape Ann to Seal Island,	208
Seal Island to Cape Sable,	17
Cape Sable to Baccaro,	7
Baccaro to Negro Island,	7
Negro Island to Shelburne,	7
Shelburne to Gull Rock,	7
Gull Rock to Little Hope Island,	14
Little Hope Island to Liverpool,	16
Liverpool to Ironbound Island,	16
Ironbound Island to Cross Island,	7
Cross Island to Sambro,	44
Sambro to Chebucto Head,	6
Chebucto Head to York Redoubt,	4
York Redoubt to Plant Wharf,	4
Total distance from wharf in Boston to wharf in Halifax,	389

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Steamer "BLUE HILL" will leave Mulgrave for St. Peters daily, Sundays excepted, after arrival of afternoon train. Returning will leave St. Peters early each morning to connect with train leaving Mulgrave for the west.

Steamer "MAY QUEEN" will make two trips daily, Sunday excepted, between Baddeck and Grand Narrows connecting with express trains to and from Sydney and Point Tupper; will leave Grand Narrows on Tuesdays for Big Pond and East Bay after arrival of train from Sydney, and for Irish Cove on Wednesdays and Fridays.

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First—They are bought from Manufacturers direct. Second—They are personally selected for our Trade. Third.—They are bought for cash. Fourth.—They are sold cheap.

What more could you wish. Our Traveller will give you an opportunity o[illegible]pecting our line.

He—May I see you home? She—No, but you may watch me start.

What sticketh closer than a brother? A postage stamp by gum.

You cannot teach an old dog new tricks, but you can buy a new dog.

It is surprising how well we can stand the misfortunes of our friends.

The man who has a kind word for everybody does more good than a surly one could do with money.

Move forwad a little! roared the street-car conductor. I cannot, gasped the man in front; I do not know how to ride horseback.

I suppose Bliggins stenographer saves him a great deal of time. Yes. He does not have to look in the dictionary to see how words are spelled dow.

Mrs. Hicks—Mary, where is Dicky? Mary—Out in the back yard, mum. Mrs. Hicks—Go out and see what he is doing and tell him to stop it.

The citizens of Nagaski have presented Professor Kitasato with a beautiful gold cup in honor of his discovery of the bacillus of the plague.

The costliest fur is that of the sea otter A single skin of this animal, sold last year in London, brought the enormous sume of $1,100. It was six feet long by two feet wide.

Bachelor Cigars,

Seldom Equalled, Never Excelled. Try them and be convinced

BEST TEN CENT HAVANA CIGAR.

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She Can Run A Locomotive.

A SOCIETY WOMAN POSSESSES THIS UNIQUE ACCOMPLISHMENT.

Mrs. Alfred Bishop Mason enjoys the proud distinction of being the only ociety woman in the United States who can take out a locomotive. She doesn't do it very often, for her husband is vice president of a southern railroad line and doesn't care to have his wife compete with his employes, but the knowledge that she has this remarkable accomplishment is a great delight to her.

From her girlhood Mrs Mason has been interested in machinery, and it was among her youthful ambitions to be able to run a locomotive. She began by gaining the engineer's permission to sit in his cab, not doing anything but familarizing herself with the swing and the work required for its movements. When she was able to sit with her face towards the wind, peering out into the darkness that rushed by, and half blinded by the glare from the great fires when the furnace doors swung open, she felt that she was at the summit of earthly greatness.

Her next lesson was learned at the whistle. Then came the bell cord, and soon these two functions were left entirely to her hands

As a train drew up to a station in Florida, where Mrs. Mason was waiting the engineer and fireman immediately made room for her. She knew everyone by name on the different locomotives and they all knew her. Proud was the engineer when the cab contained the wife of the vice president.

In time she mastered the more difficult tasks, those that require nerve and skill, and she could take an engine from the Atlantic to the Gulf of Mexico as well as an old engineer ; and those latter were very proud of her. One of the oldest men on the road remarked to her once: 'Whenever your husband gets out of a job, Mrs. Mason, just come down here and we'll put you up in the union.'

The gentle heat is said to be the secret of the superior delicacy and richness of French cooking. With a gentle heat and tight covers we may have just the amount of juice we like in our vegetables. A glance will decide this, or perhaps the ear, if the hand at the same time rests on the cover. Many kinds of meat may be cooked in this way to the best advantage.

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World's Fair, New Model, and Prize Ranges.

NICKEL PLATING A SPECIALTY.

Mrs. Asker—They tell me that the bookkeeper of your firm is behind in his accounts, is that so? Mr Tasker—Far from it ; he came out ahead. It is the company that is behind.

What are you doing, you young rascal? said a farmer to a remarkably small boy, on finding him standing under a tree in his orchard with an apple in his hand. Please, sir, I was only going to put this ere apple back on the tree, sir; it had fallen down, sir.

My first case in San Francisco, said attorney James K. Wilder to a reporter, was the defence of a young fellow charged with stealing a watch belonging to a Catholic priest. I was appointed by the court because the prisoner said he had no money. The jury rendered a verdict of not guilty, and as the defendant was leaving the courtroom I called him back and just as a joke handed him my card, and told him to bring around the first $50 he got. Next day he walked into my office and planked down two $20 and a $10. Where did you get all that money? I demanded as soon as I got over my surprise enough to speak. Sold the priest's watch, he replied as he bowed himself out.

Cumso—Did you notice McFeeters prominent cheekbones? Fregle—I did not notice the bones particularly, but I noticed his prominent cheek.

An Old Colony man is so rigid in his temperance views that he will not carry an umbrella when it rains, because there is a stick in it.

I set four pies out on the window sill to cool, said Mrs. Hunker to her husband, and they have all been stolen. Then we must number them among the lost tarts, was the reply.

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